

# The Hongkong Telegraph.

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九月十九日星期六

Since 1851

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BIRTHS.

At Shanghai, the wife of A. F. Welch, of a son.

On September 26, 1908, at Shanghai, to Mr. and Mrs. A. C. NEWCOMB, a daughter.

On September 27, 1908, at Shanghai, the wife of H. A. Gray, of a son.

MARRIAGES.

At Shanghai, HILDA CLARKE to EDWARD K. VENNEWITZ, by Favor W. Rohner.

LOGAN-CORBETT.—On August 13, at St. Oswald's Church, Chester, by the Rev. E. Lowndes, Vicar of the Parish, assisted by the Rev. Capon Postgate, Rector of Willaston, Cheshire, MALCOLM HUNTER, seventh son of the late Edward Logan, of Upton Lane, Chester, and of Mrs. Logan, Llwyn-y-Groes, Llanymynech, and grandson of the late Rev. Porcher Townsend, to Witcham Hall, Nantwich, Cheshire, to ETHEL VERA, fourth daughter of the late Ursula Corbett, of Ashfield Hall and Crayke Hall, Cheshire, and Mrs. Corbett.

On September 29, 1908, at Shanghai, HERBERT MAURICE, only son of the late F. M. Gorton, to BEATRICE ELLIE, second daughter of the late John George Thirkell and Mrs. Harry J. Sharp.

On September 30, 1908, at Shanghai, HENRY GEORGE WANDSFORD, eldest son of the late Lieut. T. W. Woodhead, R.M.A., to FLORENCE LOUISE, second daughter of the late William Hamlin, of Bristol.

DEATHS.

On August 10, 1908, MARCUS AARON SOPHUS, of Shanghai. Deeply Regretted.

On September 24, 1908, at Shanghai, ARTHUR WOOD, British Admiralty Pilot, aged 45 years.

At Shanghai, on September 28, LAWRENCE C. BISHOP EDMONDSTON, aged 42 years.

On September 29, 1908, at Shanghai, D. T. T. WARD, Headmaster, aged 58 years.

On October 1, 1908, at Shanghai, CHARLES GROVE BISHOP BROOKES, of Shanghai, aged 47 years.

On October 7, 1908, at Shanghai, JOHN ROBERTS, aged 45.

### The Hongkong Telegraph

MAIL SUPPLEMENT,

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, OCTOBER 10, 1908.

### OPENING OF QUARRY BAY DOCKS.

(5th October.)

Without the slightest ceremony of a formal character, the most important dock in the Far East, the largest and the most efficiently equipped, came into commission to-day, when the steamer *Sungiang* was received at the new repairing works of Messrs. Butterfield and Swire at Quarry Bay. It is impossible to overestimate the relation of the new works to the future of Hongkong, nor their potentialities in so far as the Hongkong & Whampoa Dock Company is concerned. The dock in which the *Sungiang* has been berthed has a length of 287 feet, which is a record in itself for the Orient, but it is also furnished with tributary machinery—all in the manner of the princely house—which is bound to have its reflex on the ship-repairing and ship-building trade of the Colony. There cannot be two assays over the question as to the meaning and significance of those magnificent series of structures at the Eastern end of the Island, for it must be obvious that they will form a bulwark of trade centralisation. The only question is regarding their effect on the Company which has done so much towards the elevation of Hongkong as a shipping rendezvous. Possibly in the end the result will be that the Dock Company on the peninsula will be induced to even greater effort than it has exerted in the past in the endeavour to secure a modicum, at least, of outside business and it that respect alone will deny that much can be done. The enterprise of Messrs. Butterfield and Swire cannot be considered in any view as a rivalry, although it is bound to affect the established conditions at Kowloon, nor can it be held as a selfish undertaking with an ulterior purpose. The business of the firm familiarly known as "B. & S." has so many widespread ramifications that it can well afford to dispense with considerations other than those which interest it, while the fleet of vessels under the control of the firm is sufficient to account for the construction of docks and slipways which no other single firm would seriously contemplate in this part of the world. As we have seen, even the slipways are of exceptional size, capable of accommodating vessels having a tonnage displacement of nearly 2,000, which ranks with anything beyond the confines of the mother country, and the capacity of its power is practically beyond compare. All this is good for Hongkong, however hard it may hit the pioneer Dock Company, but incidentally it may induce that Company to bestir itself to greater efforts and, in Biblical phrase, seek pasture new. The omnipotence of Messrs. Butterfield & Swire is best made evident by their independence, an independence which verges on the autocratic, but which is none the less for the benefit of this Colony, whose trials and tribulations grow heavier day by day, and are alleviated by the labour of such a combination of capital. The first ship to enter the dock is, as we have said, the *Sungiang*, a vessel of 987 tons, under the command of Captain Pennington, and we may assume that that confidence born of knowledge that it is only the first of many whose defects and repairs have been transferred from Kowloon to Quarry Bay. It was a bold achievement in the first place to establish an immense docking venture at a place where natural difficulties abounded, but there can be no question as to its ultimate success. It is only to be hoped that the Hongkong and Whampoa Dock Company will realise the increased necessity for vigilance in securing contracts and energy to prove the ability which undoubtedly rests with the employees. The opening of the new dock by Messrs. Butterfield & Swire is a memorable event and is certain to give anxiety in quarters other than Hongkong or other British possessions.

### A SHANGHAI COMPLIMENT.

(5th October.)

Our progressive contemporary, the *Shanghai Times*, devotes an extended leading article in a recent number to the subject of typhoons in these regions. In introducing the subject it makes allusion in an extremely complimentary manner to references by the Governor at the last meeting of the Legislative Council, to the relations existing between the Hongkong Observatory and those controlled by the Jesuit Fathers at Siccau and Manila. It extends, on behalf of Shanghai, to Mr. F. G. Figg a cordial welcome to the Northern Settlement in the Kowloon Director's prospective visit contemplated by the Governor when the typhoon season is over. Our contemporary's remarks will be appreciated in the Colony and are, therefore, reproduced textually from its columns. The *Times* says:—"We need not say with what painful interest and solicitude everything pertaining to typhoons is watched for people dwelling along the sea coasts of the Far East. Everyone who has ever lived in these regions knows how anxiously the signs of the weather are watched during the typhoon season—through the middle of which, according to the accepted authorities, we are at present passing—and will therefore be unnecessary to tell the 'old hands' here, of living in retirement at home how well

come are the tidings we have lately had from our Hongkong correspondent, informing us of the unusual interest which Sir Frederick Lugard, the enlightened Governor of that Colony, has lately been displaying in the work of the Hongkong Observatory. According to our correspondent's telegram, Sir Frederick took the opportunity, in presenting the Colonial Budget to the Legislative Council, of alluding to the Observatory and saying that Director Figg had assured him that relations between that establishment and the other Observatories in the Far East were cordial, and that he had the best instruments at his disposal. The Governor proposed that Director Figg should visit Manila and Shanghai after the typhoon season and see the instruments there used, and get into closer touch with the respective Directors.

With regard to the reverend Director of the Siccau Observatory we are sure we may say that the welcome which Director Figg will receive from that courtly gentleman will be the warmest and sincerest character possible, and there can be no doubt that the conferences which the two officials will hold will result in many practical arrangements for the dissemination of early and authentic information respecting the course, speed, and magnitude of approaching typhoons, which cannot fail to be of the utmost possible service to all the communities of the Far East. These remarks apply, of course, with equal appropriateness to the impending conference between Director Figg and the authorities of the Manila Observatory, and it is a peculiarly grateful reflection that when the round of visits to the Government subsidies will be concerned, and it was only by the most strenuous exertions and established reputations that they succeeded in holding their own against the pertinacious efforts of the Japanese to gain a footing in centres which they had previously left unexplored. Our readers will remember the bold attempt which the Nippon Yusen Kaisha made last year to capture, or, at least, to gain a share of the Bangkok, Hongkong and Swatow trade, and how that attempt failed. Then it was announced that the Kaisha intended to secure the Bangkok trade from Singapore, making the latter port the headquarters of this branch line, but what success attended that scheme, if it has been inaugurated, we are not in a position to state. There were also projects to advance the South American, Australian and European lines and in that respect the shipping companies of Japan found their efforts adequately rewarded by the evidence shown by the launching of the magnificent new passenger steamers for Europe and San Francisco, undoubtedly proved. But the progress and energy of the Japanese shipowners were in part attributable to the handsome financial assistance rendered by the Government and not to the self-sacrificing labour of themselves; although that was an inappreciable quantity. Of course there is nothing derogatory to the shipping companies in accepting the subsidies so freely offered, or running at a profit the vessels which were presented to them as a free gift by the Government—vessels which had been captured during the war. But what went against the grain of most critics was that the money expended in these subsidies was actually part of the loans raised in London, New York, Paris and Berlin. So that the best endeavours of foreign shipping firms to compete on a level scale with the Japanese were to a great extent rendered nugatory by the action of their own compatriots in the financial world at home. Of late, however, the Japanese Government has been so hard pressed for ready cash that it has had to consider the question of shipping subsidies. The financial crisis began with the failure of the smaller banks in the capital and in the more important provincial towns. That meant a corresponding difficulty on the part of the people to pay the increasing burdens of taxes and ultimately led to the reduction in the appropriation voted for the army and navy by £10,000,000. But even the extensive economies made throughout the Government departments in Japan have not achieved the end in view of relieving the national financial stringency, and it seems that merchants and others, including the native press, have begun to view with disfavour the enormous sum annually distributed in the form of subsidies to the shipping companies. The writer of "Commercial Notes" in the *Kobe Herald* is quite candid on the subject and his remarks, we venture to think, will come in the nature of a mild revelation to those whose interests lie outside of Japan. The writer in question remarks that with the exception of those connected with either the shipping or shipbuilding trades, almost all the papers and apparently a majority of commercial men are opposed to the renewal of the present subsidy system. This system will come to an end next year. As to the reasons, they agree that the subsidy has enabled the business men and companies concerned to develop their business enormously but that carelessness has been shown in

**GERMANY IN THE NORTH.  
RAILWAY CONCESSION REFUSED.**

[By courtesy of the "Sheung Po."]

Peking, 5th October.  
The Waiwupu has refused permission to certain German applicants for the privilege of constructing a line of railway to Chefoo.

**TIBET.**

**UNRULY SUBJECTS.**

[By courtesy of the "Sheung Po."]

Peking, 5th October.  
The High Commissioner in Tibet has telegraphed to the Central Government that the natives are of an unruly nature and are opposed to the administration of the government by the Assistant Commissioner.

The Chief Commissioner urges that the Dalai Llama be commanded to return to Tibet in order to allay the rebellious attitude of the people.

**LEGATION GUARDS.**

**WAIWUPU'S REPRESENTATIONS UNHEEDED.**

[By courtesy of the "Sheung Po."]

Peking, 6th October.  
The Waiwupu has repeatedly brought before the notice of the Diplomatic Corps at Peking the desirability of removing the Legation Guards outside the City limits. The request has not been entertained by the Foreign Ministers in Peking.

**CHINA'S CURRENCY.**

**TAEL PIECES TO BE MINTED.**

[By courtesy of the "Sheung Po."]

Peking, 6th October.  
An Imperial Decree was issued on the 5th inst. directing all Provincial Mints to coin currency pieces of the values of one tael and half tael, respectively.

**THE DALAI LLAMA.**

**OPPOSED TO ADMINISTRATIVE REFORMS.**

[By courtesy of the "Sheung Po."]

Peking, 6th October.  
After the arrival of the Dalai Llama in Peking various Princes and statesmen interviewed him.

Several of the Buddhist Pontiff's visitors discussed with him matters concerning administrative reforms in Tibet, to which the Llama was averse.

He suggested obstacles in the way of governmental reform.

**PEARLS AND JADESTONES.**

**HEAVY DUTY PROPOSED.**

[By courtesy of the "Sheung Po."]

Peking, 6th October.  
It is proposed by the Imperial Government to levy heavy duties on articles of luxury.

Precious stones, like pearls and jadestones, besides curios, will be taxed on the highest possible scale.

**MINISTER TO GERMANY.**

**DEFERENCE TO GERMAN GOVERNMENT'S WISHES.**

[By courtesy of the "Sheung Po."]

Peking, 6th October.  
It is reported that the re-appointment of H.E. Yum Cheung as Chinese Minister to Berlin was made in deference to the wishes of the German Government.

**THE DALAI LAMA.**

**DIPLOMATIC AMENITIES.**

[By courtesy of the "Sheung Po."]

Peking, 7th October.  
Since the arrival of the Dalai Lama in Peking, the Diplomatic Corps has paid deferential visits to him.

On the 5th instant, the British American, German, and Russian Ministers made official calls on the Buddhist Pontiff.

The Ministers had a long conference with him.

**TIBET.**

**ADMINISTRATIVE REFORMS URGED.**

[By courtesy of the "Sheung Po."]

Peking, 7th October.  
Their Majesties the Emperor and Empress Dowager, personally, now command their respects and

manded Grand Councillors Chang Chin-tung and Yuan Shih-kai to put the administrative affairs of Tibet in proper order, rather than to discuss matters to no effective purpose.

**CHINA'S CURRENCY.**

**A VAGUE MESSAGE.**

[By courtesy of the "Sheung Po."]

**TIBET.**

**UNRULY SUBJECTS.**

[By courtesy of the "Sheung Po."]

Peking, 7th October.  
The Board of Civil Affairs memorialized the Throne urging that Tang Shao-yi should be instructed to include the question of China's currency in the Treaties with the Foreign Powers.

[This vague message is meaningless, as it stands. It is more likely that Tang Shao-yi is desired to study the currency system obtaining in the countries which he is about to visit.—Ed. H. K. T.]

**THE YUNNAN QUESTION.**

**AMICABLY SETTLED.**

[By courtesy of the "Sheung Po."]

**Peking, 7th October.**

The Yunnan frontier question respecting the murder of French officers by Chinese insurgents has been amicably settled between the Waiwupu and the French Minister in Peking.

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## B. &amp; S.'S DOCK.

## FIRST STEAMER DRYDOCKED.

## NEW ERA IN LOCAL SHIP-REPAIRING INDUSTRY INAUGURATED.

To-day the ship-repairing industry in Hongkong entered upon a new era in the competitive field by the commencement of business at the shipyard at Quarry Bay of which Messrs. Butterfield and Swire are the local general managers. It was but a little over a year ago, within a week of the completion of the new Admiralty Dock, that water was first let in to the immense drydock at Quarry Bay. That the stability of the work is assured is proved by the fact that the huge granite dock has stood all the tests applied to it within the past fifteen months without exhibiting any flaw in the foundations or on the wide expanse of sidings forming the walls. Delay in taking in steamers for overhauling and repairing has not been due to any difficulties beyond the equipment of the workshops and engine-rooms. Now that work has been sufficiently advanced in the latter, the management felt justified in drydocking the very first steamer at the far eastern end of the harbour to-day. The steamer to enjoy that distinction is the *Sungkien* of the China Navigation Co., Ltd., of which Messrs. Butterfield & Swire are the agents in Hongkong. The *Sungkien* is the familiar trader to mainland China between the two ports and the Philippines, calling at regular intervals at Cebu and Iloilo.

It should not be out of place in the present report of an almost historical event in the shipbuilding port of Victoria to note briefly a few of the most salient features of the great shipyard which has sprung into existence within a few years as the result of the enterprising spirit and indomitable energy animating the great shipbuilding firm of Hongkong which is familiarly known throughout the world as "B. & S."

The dock, slips and shipyard are situated at Quarry Bay partly on reclaimed land and partly on what was until a few years ago the shore line of the island inside of Lyceumun Pass at the far eastern end of Hongkong. In the East the dock is the very largest of its kind. Built to Admiralty requirements it has the following dimensions:—787 feet extreme length; 750 feet on the blocks; 120 feet wide at coping; 77' 6" at bottom; 88 feet width of entrance, at top; 82 feet bottom; 34' 6" depth over centre of sill at high water spring tides; 32' 6" depth over side of sill at low water spring tides. It can be filled in 45 minutes and pumped out in 2 hours 40 minutes. From the foregoing particulars of the dock's dimensions it will be seen that it is capable of taking in the very largest vessel afloat and for that reason, if for no other, it is an asset of no little worth to a maritime port and naval station of the importance of Hongkong.

## THE "MIYASAKI-MARU."

## LAUNCH AT THE KAWASAKI YARD.

The *Japan Chronicle*, of 20th ult., reports yesterday afternoon, at 4.30 o'clock, the *Miyasaki Maru*, now being built at the Kawasaki Dockyard, Kobe, for the Nippon Yusen Kaisha, was successfully launched. Mrs. Kato, wife of the Vice-President of the Nippon Yusen Kaisha, christened the new boat. There was a large number of people present including the leading residents of Kobe, Japanese and foreigners.

Before the election of officers was proceeded with, the Chairman mentioned that the Secretary and Treasurer, Messrs. Withers and Kent, would be shortly going home on leave, but were willing to carry out the duties appertaining to such positions until their departure.

The election of officers resulted as follows:—President, Captain F. J. Badley; Vice-Presidents, Captain F. W. Lyons and Messrs. E. R. Hallifax, T. H. King and P. P. J. Wodehouse; Chairman, Mr. J. W. Hanson; Captain of the Club, Mr. T. H. King; Treasurer, Mr. Kent; the appointment of a deputy on his departure for home being left in his hands; Secretary, Mr. Withers; General Committee (with power to appoint sub-committees), Inspector Baker, Langley and Robertson, Sergeants J. Watt, Gordon and Lee, and P. C. Ogg, Glendinning and Taylor; Bar Steward, Mr. Withers; Captain of League XI, Mr. Langley; Vice-Captain, Mr. Pitt; Captain of and XI, Mr. Withers; Vice-Captain, Mr. Ogg.

The meeting closed with votes of thanks to the Secretary and Treasurer for the work they had done in the past year.

## SIR CHENG TUNG LIANG CHAN

## GOES TO PEKING ON RAILWAY AFFAIRS.

Sir Cheng Tung Liang Chen, K.C.M.O., formerly Chinese Minister to the U.S.A. and now Chief Director of the Kwangtung portion of the proposed Canton-Hankow trunk railway, passed through Tientsin yesterday by train on his way to Peking to see H.E. Chang Chitung, Director-General of this important railway about the construction of this line and other matters, reports the *Tientsin Critic* of 22nd ult.

H.E. Liang wishes to resign his post on account of the ceaseless friction between the native gentry and the shareholders of the Kwangtung portion.

It is feared that, unless H.E. Chang takes a firm stand this time, there will be no date for the commencement of the construction work.

With regard to funds, up to the present time about \$50,000,000 have already been subscribed by the people of Kwangtung and other Provinces in South and Central China, which are said to be quite sufficient for building the Kwangtung section.

It is believed that after the return of H.E. Liang to Canton, the constructional works will be actively carried on without further delay, under the supervision of Taotsu Kuang, educated in the U.S. and lately of the Peking Kalgan line.

With regard to the Hupel and Honan portions, Yenan-Cheng Kunlun has established a Railway Office at Wu-chang and the constructional works will be commenced shortly from Wu-chang.

The longest portion of this trunk line is in Hunan, and the Hunanese are considered to be not so financially good as their brethren the Cantonese, so by agreement part of the Hunan portion will be built by the Cantonese.

The Yunnan has given the company five years to complete the line, otherwise the concession will be cancelled and taken back by the central government in Peking.

It is said that a similar five-year limit has been given to the people of Szechuan for the construction of the Chuan-Han trunk line in the upper Yangtze valley.

## RETURN OF VISITORS TO THE CITY HALL LIBRARY AND MUSEUM FOR THE WEEK ENDING THE 4TH SEPTEMBER, 1908.—

	LIBRARY.	MUSEUM.
Non-Chinese.....	187	162
Chinese.....	300	274
Total.....	487	436

In reply to a recent despatch of the Ministry of Agriculture, Works and Commerce to throw open the city of Harbin to International trade by making it a Commercial Port, the Russian Minister in Peking has informed the Walwyns that the Russian Government refuses to recognize the new status of Harbin.

Yesterday afternoon the power-house at the rear of the hotel caught fire and though the French fire pump was quickly on the spot considerable damage was done before the flames were got under. We understand that the building was insured for fifty thousand pounds and the damage not much in view of the fire.

## POLICE RECREATION CLUB.

## GENERAL MEETING.

On Saturday afternoon last, in the club matched at Happy Valley, the annual meeting of the Police Recreation Club was held. Chief Detective Inspector Hanson presided. Others present were—Messrs. J. Withers (secretary), W. Kent (treasurer), D. McHardy, A. Ritchie and J. J. Watt (committee). There was also a large number of members present.

The Chairman said—Gentlemen, the hour has come for us that is the hour when we cross from our Club's past year into the new year. At this meeting we have to render account for last year's doings, and to enter upon a new year, and to try to improve the past, if possible. In retrospect I think we may look back upon the past years as a very successful one. From the time that the Police Recreation Club was started, when we had but a little bit of compound up at the Central Station, and had to fence ourselves in, with nets to be able to play a game at all, we have acquired this lovely piece of ground and this matched, where we can meet and be happy together. I think then, that the present club, the membership and the general good feeling have justified all expectations; we began with little and we have got to where we are, and I say that all credit is due to anyone who has worked for the common weal; to anybody who has done anything to give support, and to make this club what it is at present. The past year brought us a very sad experience in the fact that the typhoon blew our matched down, and when I came down here on the day following the typhoon, and sat outside on the ground something possessed me to take out a bowling scoring boards, upon which I wrote "To let; apply to W. Withers," and hung it up on the bridge. But as a number of us sat there a seat, we greatly recovered our spirits—and at last, when I said "Are we down-hearted?" there was one roar of "No." And here we are, gentlemen. And this is what we have now. I think the report, which you will have read, shows a satisfactory state of things and I hope that in the coming year all that has been good, and all that has been for the furtherance of goodwill, may be improved on. I would mention also that we have received support from our superintendents, and for that we are very grateful.

Detective Sergeant M. Gibson was put in charge of the case and early yesterday morning he was at the scene of the tragedy. The body was sent to the Mortuary and the revolver was taken possession of by the police. An inquest will be held to-day.

We have said that Dr. Ward Hall was one of the most respected members of the American community in Shanghai. He emphatically stated that he had been much interested in the annual report of the Club, which afforded satisfactory reading. He hoped to see the police higher in the league this season, and with that object in view wished to present a bat to every member of the Police XI who made go runs or over in any league innings (bear head). After a bat had been won by any member, a second bat or article of equivalent value at his choice, would be given for 75 runs or more in any league innings, and a third, for 100 or more. The writer had enclosed a donation of \$10 (bear head and applause). Proceeding, the Chairman said—I think that is very pleasant reading, for it shows that Mr. King has the interests of the Club at heart (applause). I propose the adoption of the report and accounts, as presented.

Mr. Langley seconded, and the motion was carried unanimously.

The Chairman—If anyone has any good in their heart, in connection with the Club, let him put it in now. If any one can find any fault, let any such person now speak his mind. Anything that he has to say, let it be said now or let him ever hold his peace. If the management is satisfactory, all success to the coming year. (Loud cheers.)

Before the election of officers was proceeded with, the Chairman mentioned that the Secretary and Treasurer, Messrs. Withers and Kent, would be shortly going home on leave, but were willing to carry out the duties appertaining to such positions until their departure.

The election of officers resulted as follows:—President, Captain F. J. Badley; Vice-Presidents, Captain F. W. Lyons and Messrs. E. R. Hallifax, T. H. King and P. P. J. Wodehouse; Chairman, Mr. J. W. Hanson; Captain of the Club, Mr. T. H. King; Treasurer, Mr. Kent; the appointment of a deputy on his departure for home being left in his hands; Secretary, Mr. Withers; General Committee (with power to appoint sub-committees), Inspector Baker, Langley and Robertson, Sergeants J. Watt, Gordon and Lee, and P. C. Ogg, Glendinning and Taylor; Bar Steward, Mr. Withers; Captain of League XI, Mr. Langley; Vice-Captain, Mr. Pitt; Captain of and XI, Mr. Withers; Vice-Captain, Mr. Ogg.

The meeting closed with votes of thanks to the Secretary and Treasurer for the work they had done in the past year.

## SUICIDE ON SHANGHAI DENTIST.

## BAD END OF DR. WARD HALL.

As has already reported in our columns negotiations have been in progress between the Dal Nippon Sugar Refining Company and the Nagoya Sugar Refining Company for the purchase of the latter's business, together with its machinery and plant. The *Cronaca Gremiale* of 2nd ult., says—"Last week the negotiations came to a successful conclusion, and a preliminary agreement had been signed according to which the terms of the transaction are that Nagoya names, Yen-pai, paid up, shall be given over to the Dal Nippon at Yen-pai, and Yen-pai, in all—that the Dal Nippon shall pay an additional Yen 12,000 as solation to the dismissed staff of the Nagoya Company, and that all the liabilities of the latter company to the Yonai Shokai, importers of machinery, iron, &c., of Tokyo, the Meiji Bank of Nagoya, and others shall also be taken over.

As will be remembered, the Nagoya Company was formed during the recent business boom. The financial crash took place before the company had begun its operations, and consequently it became very difficult to carry on business on account of the financial depression. The site of the company's mill was selected at Biwajima, Nagoya, and machinery sufficient to produce 40,000 tons of sugar per month was ordered from England through the Yonai Shokai. The question now arises as to the disposal of the land at Biwajima and of the machinery. It is proposed to transfer the whole of the machinery and plant to the Tokoro Hill in Fushimi, belonging to the Dal Nippon, in order to divide it among the Dal Nippon and other companies in the combine, disposing of the land by auction. The Nagoya Sugar Refining Company thus comes to an end before it has really commenced operations.

It is reported that the board of directors, on foreseeing the difficulties which would present themselves to the company on account of the financial depression, decided to get rid of their shares, and devised the present plan. The Dal Nippon willingly agreed to take over the company as the sugar-refining industry is now suffering from over-production. The Nagoya directors originally proposed that the shares held by them should be taken over at par, (Yen paid up). With this end in view, they proposed to all the shares held among themselves—4,800—as well as the 4,500 held by their relatives, to the Dal Nippon. The proposal was agreed to by the latter company, which also purchased, by auction on the 17th ultimo, over 5,000 shares put up for sale because the call on them had not been met. Having thus acquired a controlling interest of 12,000 shares out of 20,000, the Dal Nippon proposed the transfer of the Nagoya company under the conditions mentioned, nullifying the former purchase, with the result that the plan of the directors of the Nagoya Company to transfer their shares at par collapsed.

The provisional agreement signed between the Nagoya board of directors and the Dal Nippon has aroused some indignation on the part of the smaller shareholders. They hold that the company was formed in Nagoya with the object of refining sugar by machinery driven by water-power, which would have to be adopted sooner or later in view of its greater economy over steam power. Even if the machinery is driven by steam the price of coal is only Yen 2 higher per 10,000 kgs. than in Osaka. The company's mill was to be constructed as a model sugar-mill, with complete and up-to-date appointments in all respects. Report is expressed that such an undertaking so important to Nagoya, should be sacrificed for the interests of the directors, and these shareholders are making strenuous efforts to secure the cancellation of the provisional agreement to be laid before a general meeting on the 25th ultimo. The *Oaku Asahi* remarks that whether the Dal Nippon will continue working the Nagoya mill after the purchase, or not is unknown, but the Dal Nippon being the principal stipulator in favour of a Government Sugar Monopoly, the present move may be regarded as a step in the direction of the formation of the monopoly. When the monopoly scheme of the Dal Nippon is realized, the smaller shareholders in the company which is being taken over will be the losers. The *Osaka Journal* adds that the question of transferring the Nagoya company to another concern was first proposed by a Belgian syndicate in February last, but without result. Then the Yokohama Sugar Refining Company suggested the advisability of the Nagoya company being incorporated with the Dal Nippon, a proposal which has at length culminated in the transfer just agreed upon.

It is stated that the people of Nagoya are strongly opposed to the discontinuance of the Biwajima mill of the Nagoya company. As in the case of land in the vicinity of Aoyama, the site of the Great Exhibition, which has dropped in value on account of the postponement of the Exhibition, so it is believed that the land-owners in Biwajima will be affected by the transfer of the business of the Nagoya company.

The accused now pleaded that he did not seize the complainant as alleged, but he thought his hand touched her as he moved aside to make way for a jinrikisha which was coming behind him. He was acquainted with many English and American gentlemen, and knew something of Western etiquette. He would never dare to behave in such a reprehensible manner as was alleged.

Miss Anna Botelho stated that she remembered somebody catching hold of her from behind on the night in question. She did not know whether a jinrikisha passed her from behind or not at the time of the occurrence.

Mr. J. B. Botelho was then examined and said he did not actually see the accused insult his sister, but when the incident took place he screamed and sought the protection of her friends from the accused. It was in the belief that the accused had robbed her that witness chased the accused and seized him.

Mr. Sakamoto Itaro, director of a straw-braid firm in Kobe, was called as a witness, and deposed that the accused was a man of good character, and was incapable of such behaviour towards a foreign lady as that with which he was charged.

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## THE SUGAR INDUSTRY.

## COMBINE IN JAPAN.

Mr. E. S. Little, who has recently been on an extended tour in Manchuria and North China, gives the following account of his journey:—I started from Vladivostok, and then came down by rail to Peking and thence on to Harbin. In Vladivostok I found similar trading conditions to those that prevail over the Eastern port of Asia, and I was told by men that one responsible man that over, thirty-five per cent. of the people and firms in the town had the greatest difficulty in meeting their obligations. It was taken by one Chinese merchant through the Dal Nippon at Yen-pai, and Yen-pai, in all—that the Dal Nippon shall pay an additional Yen 12,000 as solation to the dismissed staff of the Nagoya Company, and that all the liabilities of the latter company to the Yonai Shokai, importers of machinery, iron, &c., of Tokyo, the Meiji Bank of Nagoya, and others shall also be taken over.

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## THE DALAI-LAMA.

Telegrams from Peking announce that a most interesting personage arrived yesterday afternoon (Sept. 28) in the Chinese Capital—the Dalai Lama. Ever since the political mission of Colonel Youngusband, with the military escort under Colonel Macdonald, entered Tibet and approached the mysterious city of Lhasa, in 1904, the Dalai Lama has been a fugitive from his country, and has been wandering in the remote parts of Mongolia and Western China, while the ruins of Government have been held, in his absence by his fellow Pontiff, the Tashi Lama. The Dalai Lama has been accompanied in his travels by an immense staff of Lamas, and extraordinary reports of the doings of what appears to have been an ill-regulated horde of priests have occasionally filtered through from these remote regions. There can be no doubt that the entouragement of the Dalai Lama, and his entourage has been a most onerous charge on the Mongolian Prince and Governors whom he has honoured with his presence, and each host appears to have soon tired of the great privilege accorded to him by the advent of the Dalai Lama into his territories, and to have hastened to pass him on to his neighbours. The Chinese Government, ever since the British evacuated Lhasa, have not ceased to urge the Dalai Lama to return to Tibet, but till recently with little success. While he was resident at the sacred mountain of Wutashan, however, the Dalai Lama appears to have been convinced that his safety would now be endangered by returning to Lhasa; and he decided to go back to Tibet. The Chinese Government then apparently considered that it would be advantageous to have the Dalai Lama visit Peking before proceeding to Tibet, no doubt with a view to convincing him of the necessity of in future acting in accordance with the Sino-tibetan country's interests, and, as was announced, to urge him to assist the Chinese Imperial Commissioner in the carrying out of certain reforms in the government of and organization of the country, more especially the establishment of telegraphs and the construction of roads. At first the Dalai Lama appears to have easily consented to visit Peking, especially as he was informed that he was to be treated as a sovereign prince, but later he repeated his decision, and unconsionable delays occurred on his journey to the Chinese Capital. Ultimately the Dalai Lama and his attendants reached Taiyuan, when the Governor of Shaanxi, finding that the expense of their entertainment was considerable, the conduct of the attendants intolerable, and the probable cost of the conveyance of the party by chairs, and coaches alarming, decided that the remainder of the journey must be made by rail. The Dalai Lama at first balked at this proposal, but the Governor remained firm, and, the former ruler of the one time mysterious Tibet had made his first railway journey and is now in Peking, where he has already had a barbituric magnificient welcome, and is apparently to be treated during his stay with exceptional honour.

The position of the Dalai Lama in the Buddhist theology is not very clear. The claim made for the Dalai Lama is that he is the re-incarnation of Buddha, and if that claim was admitted by all Buddhists his position and influence would be immense, and he would in that case be the acknowledged supreme head of the Buddhist faith, a cult which numbers followers estimated at anything from 100,000,000 to 400,000,000. But the Dalai Lama's claims are apparently too fantastic to be admitted even by believers in such a fantastic mass of superstition as composed Buddhism, for the entry of Colonel Youngusband's force into the sacred land of Tibet brought no protest from Buddhists as such, and the flight of the so-called head of the religion caused little disturbance to the faithful. The fact is, of course, that the Dalai Lama only really acknowledged Pontiff in Tibet itself, and even in Tibet his position is somewhat doubtful. The Tashi-Lama, it is stated, has equal powers spiritually, and is also claimed to an re-incarnation. His temporal power in Tibet is not quite so great as that of the Dalai Lama, but it has been considered by the British Government sufficient to warrant his being recognised as the de facto ruler of Tibet in the absence of the Dalai Lama, and conventions have been made with him on that footing. What effect the return of the Dalai Lama will have on the carrying out of the trade and other treaties which have been concluded between Great Britain and Tibet remains to be seen. The Dalai Lama's flight may have resulted in discrediting him somewhat. Apparently, however, the Chinese Government anticipates that he will return to Lhasa with practically unimpeded influence and authority. It is understood that Chinese influence will be used in the direction of restoring Tibetan exclusiveness, so that the prospect of increased trade and intercourse with that country in the future is not very hopeful.—*Shanghai Mercury*

## JAPANESE BANKING REGULATIONS.

Since the advent of the financial depression last year, many small banks have failed in Tokyo and in the interior, and there are some private banks which are still in a very unfavourable position, says the *Japan Chronicle*. It has been suggested in some quarters that the existing Banking Regulations should be amended at the same time as the financial consolidation is effected. It is held that the failure of the small banks must be ascribed in some measure to the peculiar circumstances of the time, but it was also due in part to the defectiveness of the Banking Regulations. A Tokyo despatch quotes some remarks by Mr. Wakatsuki on this question. The amendment of the Banking Regulations, says the Vice-Minister of Finance, has been under consideration for a long time, and from time to time attempts have been made to effect a modification, but so far without success. But the motives which have prompted the Government to seek to amend the Regulations are quite different from those suggested. The stability of banks depends solely on the management of each bank. However perfect the Banking Regulations may be they cannot prevent bank failures. Depositors should be advised to carefully direct their attention to the management of the bank and do business with those institutions which are conducted on a sound basis. On this matter there is a wide difference in the views by the Japanese and by Europeans and Americans. In Europe and America depositors prefer those banks which are placed on a firm basis and are conducted on sound principles, even if the rate of interest is lower, and as a natural consequence, the discount bank are unable to exist. The state of affairs is different in Japan. In this country depositors are inclined to prefer a bank which pays a high rate of interest, irrespective of its standing, and so-called money-banks are thus enabled to exist. Such being the case, in times of emergency these undisciplined banks collapse one after another, to the loss of their avuncular depositors, and the proverb "Penny wise and pound foolish" is exemplified. The prosperity of a bank depends on the public confidence in good management, and has nothing to do with the Banking Regulations, which are necessary for quite different purposes.

## SHIPPING SUBSIDIES IN JAPAN.

## MR. KONDO INTERVIEWED.

Considerable discussion is still going on in the vernacular Press as to the advisability of abolishing the special bounties now paid by the State to various shipping companies. The lines on which bounties are paid and their terms of contract are as follows:

The European line, 12 vessels; Jan. 1900 to Dec. 1901; Nippon Yusen Kaisha.  
The Seattle line, Nov. 1901 to Dec. 1901; 3 vessels; Nippon Yusen Kaisha.  
The Australian line, April 1902 to March 1913; 3 vessels; Nippon Yusen Kaisha.  
The Far Eastern line; Oct. 1907 to March 1912; 11 vessels; Nippon Yusen Kaisha.  
The Japan Sea line, April 1907 to March 1909; 2 vessels; Nippon Yusen Kaisha.  
The Tairan line, April 1907 to March 1912; 4 vessels; Osaka Shosen Kaisha.  
The Japan Sea line, April 1907 to March 1910; 2 vessels; Osaka Shosen Kaisha.  
The San Francisco line, April 1900 to Dec. 1900; 3 vessels; Toyko Kisen Kaisha.  
The China line, April 1907 to March 1913; 18 vessels; Nishin Kisen Kaisha.

The contracts for the grant of special bounties in respect to the European, Seattle and San Francisco lines come to an end in December next year, and several publicists are strongly urging the Government not to renew the contracts. Mr. Kondo, President of the Nippon Yusen Kaisha, speaking with reference to this subject, remarks that so far the Government has not expressed any opinion as to the renewal of the bounty contracts, but Mr. Kondo asserts that these various lines cannot be maintained without Government subsidies. "In the event of the Government stopping its bounty, therefore, we shall have no alternative but to discontinue these regular lines. Of course the Osaka Shosen Kaisha or any other company will not be in a position to take up the services, as they could not be kept up with a profit. The result will be that Japan's maritime industry, which has been fostered at the expenditure of so much money, will be abandoned to encroachment by foreign competitors." Reverting to the discussion of this subject, the *Tokyo Asahi* says that, as has been explained in previous issues, the shipping subsidies in this country are defeating the object for which they were instituted owing to the defective methods employed. This is clearly shown by looking into the financial condition of the subsidised companies. The business receipts and subsidies received by the Nippon Yusen Kaisha during the last five years are shown below:

	Business Receipts.	Subsidies.
1903—1st half	\$8,681,000	\$8,553,000
2nd half	9,335,000	2,770,000
1904—1st half	8,803,000	2,018,000
2nd half	9,852,000	628,000
1905—1st half	10,200,000	527,000
2nd half	11,235,000	573,000
1906—1st half	11,692,000	526,000
2nd half	9,739,000	2,156,000
1907—1st half	10,074,000	2,599,000
2nd half	12,176,000	2,621,000

[The reason that the amount of subsidies shows a considerable decrease from the second half of 1904 to the first half of 1906 is because many ships were at that time requisitioned by the Government as transports.]

The expenditure and net profit of the company during the same period were as follows:

	Expenditure.	Net Profit.
1903—1st half	\$9,304,000	\$2,233,000
2nd half	9,161,000	2,580,000
1904—1st half	8,534,000	1,169,000
2nd half	9,049,000	1,431,000
1905—1st half	9,143,000	1,685,000
2nd half	10,283,000	1,525,000
1906—1st half	10,063,000	2,124,000
2nd half	10,585,000	1,244,000
1907—1st half	12,335,000	1,180,000
2nd half	13,039,000	1,156,000

[The expenditure above given includes the cost of repairs, insurance, and depreciation fund.]

As will be seen from the above, the Nippon Yusen Kaisha would sustain a loss of two and a half million yen or thereabout every year if unassisted by subsidies. At any rate, it is clear that the profit of the company is decreasing year after year. If the ultimate object of subsidies is to encourage the financial independence of shipping companies, the result of the system must be propounded a complete failure. Prior to the late war the vessels of the N.Y.K. were earning a net profit of Yen 2,0 to Yen 5 per ton in half a year; the average earning for the first half of 1906 even reached Yen 2.60 per ton. Since then, however, the net profit has been steadily falling, though this is the result not so much of diminution of gross receipt as increase in expenditure.

The condition of the Osaka Shosen Kaisha's business is worse than that of the Tokyo company, continues the *Asahi*. Up to 1900 the capital of the company was only Yen 5,000,000, but since that time it has increased its capital to Yen 6,000,000 besides raising a loan of Yen 3,500,000 by the issue of debentures. In other words, the capital has been quadrupled during the last eight years. Despite this fourfold increase of capital, the net profit of the company has increased only by 20 to 50 per cent, compared with the profit when the capital was a fourth of the present amount. The result has been that although the company had been paying a regular dividend of 10 per cent. in the past, no dividend at all was declared for the second half of 1906. Last year business was very prosperous, yet the company was barely able to declare a dividend of 6 per cent., and in the present condition of business it will probably be very difficult for the company to maintain even this rate of dividend. Notwithstanding the large amount of subsidy received, the Osaka Shosen Kaisha is no better off, or even worse—than the Nippon Yusen Kaisha.

The Toyo Kisen Kaisha is placed in similar circumstances. Despite the fact that the shipping subsidies make an annual drain on the national coffers, the business of the protected companies is steadily going from bad to worse, besides at the same time injuring the interests of unprotected ships and generally interfering with the free development of the shipping industry in this country. All this is attributable concludes the *Asahi*, to the defective working of the subsidy laws, which require urgent amendment so as to cut down the expenditure to a more reasonable figure, and also to achieve the ends aimed at by the State in granting these sums of money to the shipping companies.—*Japan Chronicle*

## LAWN BOWLS.

## POLICE CONSTABLES vs. SERGEANTS.

On the afternoon of the 2nd inst., at Happy Valley, a very interesting match was played between the Sergeants and Constables of the Hongkong Police Force. The game was a level one, resulting a win for the Constables by one point.

The results are as under:

P.C./team—Org. (skip), Glaesnning, Bell and Stuart ..... 20  
Sergeant's team—J. Watt (skip), G. Sim, W. Kent and A. Wilson ..... 19

## THE IMPORT TRADE.

## OUTLOOK IN SHANGHAI.

One of our local contemporaries published at the vernacular Press as to the advisability of abolishing the special bounties now paid by the State to various shipping companies. The lines on which bounties are paid and their terms of contract are as follows:

The European line, 12 vessels; Jan. 1900 to Dec. 1901; Nippon Yusen Kaisha.  
The Seattle line, Nov. 1901 to Dec. 1901; 3 vessels; Nippon Yusen Kaisha.  
The Australian line, April 1902 to March 1913; 3 vessels; Nippon Yusen Kaisha.  
The Far Eastern line; Oct. 1907 to March 1912; 11 vessels; Nippon Yusen Kaisha.  
The Japan Sea line, April 1907 to March 1909; 2 vessels; Nippon Yusen Kaisha.  
The Tairan line, April 1907 to March 1912; 4 vessels; Osaka Shosen Kaisha.  
The Japan Sea line, April 1907 to March 1910; 2 vessels; Osaka Shosen Kaisha.  
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## LEGISLATIVE COUNCIL

A meeting of the Legislative Council was held in the Council Chamber last Thursday. Present—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., Colonel Darling, R.E., commanding the Forces in South China, Hon. Mr. F. B. May, C.M.G. (Colonial Secretary), Hon. Mr. W. Rees Davies (Attorney General), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Mr. W. Chatham, C.M.G. (Director of Public Works), the Hon. Mr. F. J. Badley, (Captain Superintendent of Police), Hon. Mr. E. A. Irving (Registrar General), Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. Wei Yuk, C.M.G., Hon. Mr. W. J. Gresson, Hon. Mr. Murray Stewart, Hon. Mr. H. A. W. Slade, and Mr. C. Clement (Clerk of Councils). ABSENT.  
Hon. Mr. H. E. Pollock, K.C. MINUTES.

The minutes of the last meeting were read and confirmed.

## FINANCE.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 16).

## FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 57 to 59. It was agreed that they be referred to the Finance Committee.

## APPROPRIATION BILL.

The Colonial Secretary moved the second reading of the Bill entitled An Ordinance to apply a sum not exceeding five million five hundred and seventy thousand four hundred and twenty-seven dollars to the Public Service of the year 1909.

The Colonial Treasurer seconded.

Hon. Mr. Murray Stewart—The duty has devolved upon me of stating in outline the views of the unofficial members on the provisions of this Bill and of making a few brief comments upon the lucid and interesting statement with which it was introduced. This time last year the representative of the Chamber of Commerce opened his speech on the estimates by congratulating Your Excellency on the satisfactory financial condition of the Colony.

Exchange was then high and believed in. The long period of commercial depression was already thought to be passing away. Land sales were estimated to bring in 3 lacs. The burden of the cost of railway construction had hardly begun to make itself felt. Optimistic forecasts were the order of the day.

We all know what happened. We know that a world-wide depression had yet to come. We remember that it fell upon us almost immediately and that exchange also promptly began to fall. The results are to be found in the figures of the Financial Statement to which, a fortnight ago, Your Excellency invited our attention, preliminary to dealing with the estimates for next year. The figures of the revised estimates for 1908 emphasise the un wisdom of overdriving upon the imaginary resources of a problematical period of prosperity anticipated mainly for the reason that it is so much to be desired. The net result of such drawings in the present instance is, in the words of Your Excellency, "that a debit balance of \$8,000 is anticipated to accrue from the working of the current year." Under the circumstance at the balance of our assets is thus expected to decline from over a million and a half dollars, at the end of last year, to a little over \$90,000 at the end of this year, it is unfortunately impossible on the present occasion to congratulate Your Excellency on the financial conditions of the Colony.

That the financial condition of the Colony is unsatisfactory is clearly demonstrated, not only by the revised estimates for 1908, but also by the leading feature of the estimates for the coming year. The leading feature of these estimates is obviously the inclusion in the general revenue of over \$400,000 received from the "Widows"—and "Orphans" Fund. By this means a large deficit has been provided against, which would otherwise have led Your Excellency to propose an increase in taxation for the full amount. That there was some such design we suspected. That the Colony was in reduced circumstances we knew. But that there was such dire need for the succour thus provided some of us perhaps did not altogether realise, nor could it easily have been imagined from the disinterested attitude adopted by the Government in those somewhat brevity debates which led to this windfall. This method of dealing with the proceeds of the fund which your Excellency admitted "should theoretically be invested in some remunerative work which would benefit the Colony, and at the same time produce a sum equivalent to meet the new charge upon the revenues," naturally occupied the chief place in your elucidation of the estimates.

It is equally natural, that it should have principally occupied the minds of the unofficial members when we met to consider the Government's proposals. The result of our deliberations is that although we regard this disposal of the Fund as a departure from the principles of sound finance we do not see our way to oppose it, in view of Your Excellency's pronouncement that it is the Government's only alternative to increased taxation. We are certainly not prepared to advocate that "We believe that to raise the rates on property at the present time would be little short of disastrous." Moreover, we feel that the argument derived by Your Excellency from the fact that the taxpayers of the day are being called upon to shoulder a disproportionately heavy burden of the cost of railway construction is strong enough to clear us from the charge of indifference to the claims of posterity.

Those who will come after us will profit at no expense, inasmuch as that the interest on the railway loan is being paid out of current revenue instead of being debited to capital account, as might properly be done. In fact, in this case, it is possible to argue that, in defiance of the proverb, "two wrongs make a right." The realisation that, in spite of this windfall, it has only just been possible to make both ends meet is sufficient cause for satisfaction that negotiations with the Home Government have not so far made it necessary to provide for any reduction in the revenue from opium.

The narrowness of the financial strait through which the Colony is passing will inevitably wreck these estimates should the Home Government insist upon pushing the claims of the extreme section of the anti-opium agitators.

The unofficial members discussed the possibility of this in connection with the subject of the military contribution. In speaking upon this fruitful topic of controversy Your Excellency evidently anticipated an attack upon the principles underlying the impost, and you referred to some strong remarks made last year on the subject by the Honourable Member whose place on this Council I temporarily occupy. The quotation from these remarks which Your Excellency made might, perhaps, be isolated from its context, convey a wrong impression of his attitude and it is only fair to point out that he also said this: "I for one think and have always maintained that it is correct that the Colony should contribute something towards the Imperial Troops, but for a small Colony the sum of \$1,000,000 is excessive."

Speaking for the unofficial members of the day I have to say that we are of one mind regarding the principle of the contribution and

in full accord with the views of Your Excellency as regards the advantage to the Colony of the presence of the Garrison. I for one have never been able to appreciate the force of the objection raised against the contribution on the ground that the Garrison is retained here mainly for strategical and imperial purposes. The theory is that in itself the Garrison is obviously a vast material and its depots can hardly be depended upon a small body of troops which is scarcely more than sufficient to ensure order and security within the limits of the Colony. That a detachment is liable to be requisitioned to quell a riot in an outport is a minor consideration of its uses which cannot be classed as strategical. But whether for strategical or other purposes the presence of the Garrison here is recognised by the unofficial members as conferring great benefits upon the Colony. Those who doubt this can hardly have reflected upon the fact to which Your Excellency also drew attention, that one-half to two-thirds of the funds devoted to the Garrison come out of the pocket of the British taxpayer. True, the unofficial members view the method upon which the contribution is levied as a bad one. That it is open to Your Excellency clearly shewed, inasmuch as that under the present method the sum payable is increased in a time of financial difficulty.

We are pleased to know that Your Excellency is at work on a plan which will place the levy on a more equitable basis and we trust that you will succeed in overcoming the serious difficulties, which you have not confided to us, but which have so far prevented you from proposing it to the Secretary of State.

But though the unofficial members view with favour the principle of the contribution and in ordinary times would willingly consent in its appearance in the Estimates, we wish to make this clear that if the Opium policy of the Home Government is pushed with such persistence as to wreck these estimates, and if the threat of increased taxation comes to be made good, then we shall hold ourselves free to seek relief by agitating instead for a remission of a part of this contribution.

Here it may perhaps not be inappropriate to suggest to the Government that instead of fixing their thoughts upon increased taxation as the only alternative to temporary expedients they should bring their minds to bear upon the possibilities of retrenchment. Is there really no such possibility? Are all means of cutting down expenses exhausted? Are all methods of effecting those small economies that lead to large economy-consciously employed in all the Departments of the Government? When one glances over the pages of these estimates and sees the long lists of minor appointments, the frequently recurring items of charges for allowances, extras, incidental expenses and what not, it is difficult to repress a doubt as to whether the administration could not be run on more economical lines.

In particular one cannot help wondering whether greater economies could not be effected in the Sanitary Department. The comparatively small saving shown in the estimates under this head has been noted with some disappointment.

The recent authoritative pronouncement of the Indian Plague Commission has made it clear that many of the expensive and irritating methods hitherto employed in combating plague in this Colony were absolutely futile, as, for instance, the free use of disinfectants, lime-washing and the rest of the like. The number of coolies engaged by the Department when it was thought necessary to carry out these mistaken methods could surely be still further reduced and so, one would think, might the number of inspectors employed to look after them. This would not only effect an actual saving, but would indirectly benefit the revenue by encouraging Chinese to come here instead of driving or keeping them away at present.

In this and other ways the lavish expenditure which grew up during years of exceptional prosperity, and which originated partly in the careless habit of mind which prosperity brings, should be resolutely reduced.

The unofficial members are by no means persuaded that no retrenchment is possible. Neither I believe are the general public so persuaded. Before agreeing to any fresh taxation they will require to be told.

I do not propose to follow Your Excellency into any of the details of these estimates, but there are one or two matters especially interesting to the public upon which it may not be out of place to say just a few words.

First and foremost in the public eye stands, of course, the railway. It is satisfactory to learn that, speaking generally, progress has been well maintained. In particular it is satisfactory to know that the pace at which the work of reclamation at Kowloon is advancing has of late been notably accelerated. The arrival of the bridge work is a matter upon which the result of our deliberations is that although we regard this disposal of the Fund as a departure from the principles of sound finance we do not see our way to oppose it, in view of Your Excellency's pronouncement that it is the Government's only alternative to increased taxation. We are certainly not prepared to advocate that "We believe that to raise the rates on property at the present time would be little short of disastrous."

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Another matter of widespread public com-

ment is the extent to which the

Ordinance to extend the extension of the Kowloon Waterworks, and the catchment area which had to be increased in order to meet possible future requirements.

His Excellency the Governor said that before he reviewed briefly the remarks made by the hon. member for the Chamber of Commerce as representing the view of the unofficial members to-day, he said that the narrow escape which they had just witnessed by one of the members of this Council was a matter which they might all most sincerely congratulate themselves upon. The hon. member on his right (Mr. Stewart) referred first of all to the very large deficit which they would have to deduct from the balance of their reserves at the end of the year, \$56,000, as being due to the working of the past year. His Excellency had explained very fully how that was made up and he would merely remind the Council that some \$100,000 of that was due to the very exceptional expenditure on the purchase of a dredger and the fact of the value of the people in South China—neither of which might be considered to be the ordinary expenses of the Colony. Passing from the general revenue to the finances of the Colony, to the general tone of which he had nothing whatever to complain of, he would just allude to the remarks which he made on the question of the military contribution. His Excellency proceeded to say that he had not gone into all the details of this complicated calculation because he had on that occasion so much to say on other subjects that time would not permit of his going into any very intimate details of any one particular subject, and moreover, his study was as yet incomplete and he was obtaining further figures in order to see if his suggestion was feasible or not. The hon. member had spoken somewhat emphatically on one point. He said that the unofficial members were unanimous that if the action of the Imperial Government in the matter of opium should result in wrecking the Estimates before them, they would then feel that a very strong position had been created from which to appeal to the Imperial Government for some remission in the military contribution. He (the Governor) did not think the military contribution precisely affected the opium question. Whether or not the Colony might hope for any financial consideration from the Imperial Government, the finances proved to be influenced by the Imperial policy was another question. He saw a day or two ago in a local paper a telegram saying that Japan had offered to join the other Powers in prohibiting the import of morphine into China provided that China would agree to a trade marks convention. The reply was that morphine had nothing to do with trademarks, and that position, he felt, was some what analogous to the question of the military contribution and the opium revenue. But undoubtedly the most serious question that had been brought forward by the two unofficial members who had spoken was the question of possible retrenchment. He could assure the Council that during the past year that question had been most vividly in the minds of himself and those who with longer experience in the Colony had advised him on these matters. It could not be denied that the financial position was one of very great difficulty and the smallest application for an increase, either in the matter of appointments or the matter of other charges had been most carefully scrutinised and unless it was proved to be absolutely essential it would not be allowed. Whether or not it might be possible to cut down minor charges in the various departments would continue to receive his most earnest consideration during the coming year. The question of the Sanitary Department was brought forward as a case in point. The savings on the Sanitary Department amounted to some \$6,000 or \$7,000 in the Estimates before the Council. That was in spite of an increase due to the fall in exchange—a fall of \$12,600. In other charges referred to by the speaker there was a decrease under the heading practically under every item. The hon. member pointed out the reports which had reached them of the Indian Plague Commission and demonstrated that disinfestation and other methods on which much money had hitherto been spent were largely if not entirely futile. And he pressed on the Government not to neglect the lessons to be learned from those reports. He thought he might ask the hon. member—to whose fulsome was it that these reports had been so prominently brought forward? He thought it was largely due and chiefly to the energy of the new Head of the Sanitary Board—(hear, hear)—who, to his knowledge, had an enormous amount of personal trouble in investigating various journals of hygiene, etc. (Applause). After dealing at considerable length with the question of roads His Excellency said he claimed to no authority for what he had said with regard to the outlook. It had been suggested that this port, might suffer in its pre-eminence as a great free port by direct trade being done between foreign countries and the ports of China. He said that was the answer given by the Chinese Government to the temptation of sacrificing its representation abroad to the pressing needs of domestic government. Whatever may be behind the appointment of the special Envoy to the United States—the attitude of that body towards the Shipping Conference, and the excessive rates of freight now prevailing. This is the report of the speech of the Chairman, Mr. W. P. Waddell, dealing with

the question being asked.

The Chairman moved:

"That Article No.

"54 of the Articles of Association of the Com-

"pany be cancelled and the following Article substituted therefor:

"Article 54. The amendment to Article

No. 54 was simply to correct a clerical error.

No question being asked.

The Chairman moved:

"That Article No.

"54 of the Articles of Association of the Com-

"pany be altered by deleting

the words 'the Governing Director or by

"two Directors' on the seventh line thereof and substituting the following words therefor:

"The General Manager."

Mr. Buyers seconded.

Resolution carried unanimously.

The chairman—The resolutions will have to be confirmed at a subsequent meeting which will be duly convened. Thank you for your attendance, gentlemen.

The meeting then ended.

has alluded to the extension of the Kowloon Waterworks, and the catchment area which had to be increased in order to meet possible future requirements.

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The reply was that morphine had nothing to do with trademarks, and that position, he felt, was some what analogous to the question of the military contribution and the opium revenue. But undoubtedly the most serious question that had been brought forward by the two unofficial members who had spoken was the question of possible retrenchment. He could assure the Council that during the past year that question had been most vividly in the minds of himself and those who with longer experience in the Colony had advised him on these matters. It could not be denied that the financial position was one of very great difficulty and the smallest application for an increase, either in the matter of appointments or the matter of other charges had been most carefully scrutinised and unless it was proved to be absolutely essential it would not be allowed. Whether or not it might be possible to cut down minor charges in the various departments would continue to receive his most earnest consideration during the coming year. The question of the Sanitary Department was brought forward as a case in point. The savings on the Sanitary Department amounted to some \$6,000 or \$7,000 in the Estimates before the Council. That was in spite of an increase due to the fall in exchange—a fall of \$12,600. In other charges referred to by the speaker there was a decrease under the heading practically under every item. The hon. member pointed out the reports which had reached them of the Indian Plague Commission and demonstrated that disinfestation and other methods on which much money had hitherto been spent were largely if not entirely futile. And he pressed on the Government not to neglect the lessons to be learned from those reports. He thought he might ask the hon. member—to whose fulsome was it that these reports had been so prominently brought forward? He thought it was largely due and chiefly to the energy of the new Head of the Sanitary Board—(hear, hear)—who, to his knowledge, had an enormous amount of personal trouble in investigating various journals of hygiene, etc. (Applause). After dealing at considerable length with the question of roads His Excellency said he claimed to no authority for what he had said with regard to the outlook. It had been suggested that this port, might suffer in its pre-eminence as a great free port by direct trade being done between foreign countries and the ports of China. He said that was the answer given by the Chinese Government to the temptation of sacrificing its representation abroad to the pressing needs of domestic government. Whatever may be behind the appointment of the special Envoy to the United States—the attitude of that body towards the Shipping Conference, and the excessive rates of freight now prevailing. This is the report of the speech of the Chairman, Mr. W. P. Waddell, dealing with

the question being asked.

The Chairman moved:

"That Article No.

"54 of the Articles of Association of the Com-

"pany be cancelled and the following Article substituted therefor:

"Article 54. The amendment to Article

No. 54 was simply to correct a clerical error.

No question being asked.

The Chairman moved:

## Alarming Collapse.

## COUNCIL MEMBERS IN JEOPARDY.

PORTION OF CEILING NARROWLY ESCAPES INJURING MESSRS. GREGSON AND BADELEY.

It is seldom that any untoward incident mars the proceedings of the Legislative Council, but the meeting of the members last Thursday afternoon, which was of sufficient interest in itself by reason of the fact that the Estimates were under consideration, was seriously affected by the fall of a great block of stucco which fell on the table between the heads of an official and an official member. The business of the Council had just commenced. The Colonial Secretary had moved the second reading of the Appropriation Bill. Mr. Murray Stewart was beginning his speech when Mr. W. J. Gregson, who arrived five minutes late, took his seat at the end of one arm of the table next to the Captain Superintendent of Police, Mr. Badeley. Everybody was interestedly listening to the opening remarks of Mr. Stewart, the representative of the Chamber of Commerce in the Legislative Council, when suddenly a block of ornamental and decorative stucco work on the roof fell with an alarming "crash" on the table immediately between Mr. Gregson and Mr. Badeley. For a second everybody was alarmed, and it was feared that the hon. members had been badly hurt. The block threw off a plinth of small chips which flew all around. At once Mr. Gregson and Mr. Badeley drew back, and the Council was in some consternation for a moment. Mr. Murray Stewart went on calmly with his speech. The Clerk of Council and the Chief Clerk made hurried exits and coolies removed the debris. There was no stoppage in the proceedings, but there was quite evidently a good deal of anxiety. The block of stucco, about a foot long and half a foot in depth, had rested at the spot where one of the punkahs was fastened to the ceiling. The punkahs were immediately stopped and thenceforward during the afternoon were not again utilized. When one considers the heat of the chamber, even in comparatively cool weather, it can be well understood, that the temperature of the room was far from exhilarating. Meanwhile, when it was seen that the danger was only local, as it were, there were "nods and winks and wreathed smiles," although it must be confessed that with few exceptions nobody seemed to be exactly comfortable.

## VOLUNTEER CORPS ORDERS.

## ARTILLERY UNITS.

3rd Period: Company Training.

Four weeks commencing 1st September. Each company will have one evening a week and all officers, N.C.O.'s and men should endeavour to attend the drill night of their company during the four weeks' company training.

All instruction during company training will be given by the officers of the company. No. 1 Company Monday, the 5th October; No. 2 Company Tuesday, the 6th October; No. 3 Company Wednesday, the 7th October; and No. 4 Company Friday, the 9th October.

Note.—Members of other companies may attend on the above dates.

## ENGINEER COMPANY.

Parade.—At West Fort, Kowloon, at 9 p.m. on Wednesday, the 7th October, 1908, for technical instructions.

## ENGINEER AND INFANTRY COMPANIES.

Parade.—At Volunteer Headquarters at 5.30 p.m. on Monday, the 5th, and Friday, the 9th October, 1908, for infantry drills. Sergt. Downes, 3rd Middlesex Regt., will attend.

## TAIKOO DETACHMENT.

Parade.—At Taikoo at 5.30 p.m. on Thursday, the 8th October, 1908, for infantry drill. Sergt. Downes, 3rd Middlesex Regt., will attend.

## ENGINEER COMPANY.

A practice shoot will take place at King's Park Range for the above company on Sunday, the 11th October, 1908. Ammunition must be drawn from Volunteer Headquarters before 1 p.m. on Saturday, the 10th October, 1908.

## C. U. S. R. A.

It is notified for information that the meeting of the above commences on Tuesday, November 10th, 1908. Members of the Corps will be squadded as far as possible on Saturday, the 14th November, 1908. The meeting will take place on the Kowloon City Range.

## RIFLES AND EQUIPMENT.

Officers Commanding will please instruct the members of their units to draw their rifles and equipment from headquarters as early as possible.

## JOINED.

Mr. J. D. Auld joined the Corps on the 22nd September, 1908, assigned Corps No. 1,051 and posted to the infantry company.

Mr. E. E. Rigold joined the Corps on the 25th September, 1908, assigned Corps No. 1,052 and posted to No. 4 company.

Mr. F. G. Carroll joined the Corps on the 28th September, 1908, assigned Corps No. 1,053 and posted to the infantry company.

## RESIGNED.

Gunner A. B. Blund is permitted to resign on leaving the Colony with effect from the 22nd instant.

Sapper F. W. Quark is permitted to resign on leaving the Colony with effect from the 23rd instant.

Sapper A. Comar is permitted to resign on leaving the Colony with effect from the 23rd instant.

Sapper R. Peartoni is permitted to resign with effect from the 28th instant.

## TRANSFER.

Gunner C. Piquat is transferred from No. 1 Company, to the Engineer Company with effect from the 23rd instant.

## NOTICE.

It is notified for information that the Annual Camp will be held at Stonecutters' Island from October 17th to November 2nd, every member of the Corps should endeavour to be present for as long a period as possible. The attention of members is directed to page 337 (2) in the Corps Handbook. It is hoped that every member of the Corps will attend Camp during the preliminary drills of the first few days, otherwise the proper sequence of drills will be blundered. Members who have not yet done so, should draw their Arms and Equipment from Store as early as possible. All arms and equipment must be drawn from Store by October 10th, 1908.

The instructions for Camp will be issued shortly; every member should make himself thoroughly acquainted with all the orders therein paying special attention to orders about arms, clothing, gunnery, tactics, fire alarms, etc. All sergeants should thoroughly understand the duties of orderly sergeants.

## CORPS ORDERLY OFFICER.

Officer on duty for week commencing 5th October, 1908. Lieut. W. M. Scott. Next for duty Lieut. J. A. T. Plummer.

## INVALIDED ON PENSION.

## WELL-KNOWN POLICE OFFICER LEAVES FOR THE HOMELAND TO-DAY.

After serving nearly five years in the Hongkong Police Force, Police-constable (No. 34) J. Lenaghan has been invalided on a pension. He left for the homeland last Thursday, by the P. and O. steamer *Nore*.

On the night of May 13, 1906, Police-constable Lenaghan, who was then stationed at Hunghom, went to the assistance of a Chinese policeman, who was being attacked by a number of American bluejackets, who were on their way to join their ship in Kowloon Dock. In the struggle that followed, Lenaghan was struck on the head with a beer bottle, which rendered him unconscious. Assistance was soon at hand and the bluejackets were beaten off. Lenaghan was taken to hospital, where he remained for about three weeks.

Since that time his mind seemed to have been affected, and he had been noticed to have acted queerly while on duty. This was brought to the attention of the Government medical officers with the result, as stated above, that he was found unfit for further duty and was invalided.

Police-constable Lenaghan—a typical young Irishman—was well-liked among his colleagues in the Force and his misfortune has been the cause of much regret.

## THE DEATH OF MR. C. BRODERSEN.

We regret to have to record the death of another well-known and respected Shanghai resident, in the person of Mr. Charles Brodersen, which occurred at the General Hospital yesterday morning, reports the *N. G. D. News* of 3rd inst. Mr. Brodersen entered the Hospital about a fortnight ago, suffering from kidney troubles, and gradually growing worse, he died of heart failure. The deceased, who was of German parentage, was born in Hongkong in 1860 and was educated in Germany. He joined the Hongkong branch of Siemens and Co. twenty-five years ago and remained in their service until 1899, when he came here to take charge of the Shanghai branch. He was for many years an active member of the Shanghai Chamber of Commerce and was formerly Vice-President and afterwards President of the German Association in Shanghai. He was at all times keenly interested in several branches of sport and was not only an owner of racing ponies but was for several years one of the Stewards of the Shanghai Race Club.—At the time of his death Mr. Brodersen was managing partner of Messrs. Siemens & Co. in Hongkong.—Ed., *H. K. T.*

## TRADE-MARKS IN KOREA.

A recent dispatch from Chemulpo to the Japanese Press states that the Japanese in Korea were sending in to the Residency-General applications for the protection of their industrial property in accordance with the terms of the recently signed treaty between the United States and Japan regarding the protection of trade-marks, patents, designs, and copyright in Korea. Among the applications for registration were found certain trade-marks identical with those owned by foreign firms, and as a result of the discovery of this fact the foreign merchants of Chemulpo held a meeting on September 15 to discuss the question. It was then decided to send the following letter to the Director of the Patent Bureau in the Residency-General:

"Sir,—We, the undersigned, have the honour to inform you that it having been brought to our notice applications have been lodged by Japanese subjects for the registration of trademarks belonging to and used for many years by British, German, and other foreign firms doing business in Korea, to leave take to inquire whether it is the intention of your Bureau to grant such registration?

"As it is a subject of the very greatest importance to us, shall thank you to kindly furnish us with a reply to this question by return of mail, and thus oblige.—Sir, Yours faithfully,

CARL WOLTER & CO., German Merchants.

HOLME, RINGER & CO., British Merchants.

NOBEL EXPLOSIVE CO., LTD., GLASGOW, British Corporation.

Per Townsend & Co., Agents.

BENNETT & CO., British Merchants.

BRITISH-AMERICAN TOBACCO CO., LTD., British Corporation.

J. Smith Mitchell, Representative.

## THE WAIWUPO.

The following is a list of matters that are said to be receiving the earnest attention of the members of the Ministry of Foreign Affairs:—(1) To discuss the unfinished Tariff treaties with Shing Kung-pao. (2) To reconsider the ceremonies in vogue with reference to the receiving of Foreign Envoys. (3) The question of decorations for Consuls-General and Consuls. (4) The appointment of Ministers who have returned from abroad. (5) The duties, salary and powers of the newly created post of Commissioner of International Relations. (6) The Manchurian Treaty with Russia; (7) The increase of the salaries of representatives abroad; and (8) The question of making the posts of Minister, Secretary of Legation and Consul substantive ones like other official appointments.—*N. G. D. News*, Sept. 28th.

DISCOVERY OF A NEW COMET.

A new Comet, which is described as bright, was discovered by Morehouse at the Yerkes Observatory, Wisconsin, on September 2nd. It is at present situated upon the southern border of the constellation Cygnus and is moving northward. It is already nearly five times as bright as at the time of discovery, is still increasing in brilliancy, and will reach the point of nearest approach to the sun on December 26th.—Communicated.

## GOLF.

The monthly competition for the Captain's Cup was held at Happy Valley between October 3rd and October 5th. The following cards were returned:

CAPTAIN'S CUP.

C. H. Beavis ..... 81— 3 78  
C. F. Dixon ..... 97—18 79  
J. Clark ..... 83— 3 80  
W. G. Worcester ..... 90—18 81  
F. B. Deacon ..... 101—17 84  
29 entries.

POOL.

M. A. Murray ..... 84— 7 27  
S. G. Newall ..... 100—18 82  
F. B. Deacon ..... 103—17 86  
16 entries.

\*Winner of Cup. \*Winner of Pool.

## HONGKONG GYMKHANA CLUB.

## FIFTH MEETING.

The programme of the fifth meeting to be held at the Happy Valley, on Saturday, the 10th inst. (weather permitting) is as follows:—1.45 p.m.—FIVE-LONG FLAT RACE—HANDICAP. For all Chukponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5. 1st prize: A cup presented by Rear-Admiral R. H. S. Stokes, R.N., and prize \$3. (Entrance fees to go to winner).

2.45 p.m.—GYMKHANA STAKES—Value \$100. Distance one mile. For all China ponies. Catch weight at 10 st. 6 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a stale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5. and prize: \$25. (Half entrance fees to go to winner).

Marks at present:  
Earthquake, 12 lbs.  
Coxcomb, 6 lbs.  
Homocea, 4 lbs.  
Blue Nile, 3 lbs.  
Astral, 3 lbs.

Mr. F. B. Deacon's Plym, 146 lbs.  
Mr. Dryadus's Earthquake, 161 lbs.  
Mr. Dryadus's Coxcomb, 151 lbs.  
Mr. W. J. Gresson's Ard Patrick, 152 lbs.  
Mr. W. J. Gresson's Qorn, 151 lbs.  
Mr. R. F. C. Master's Blue Nile, 151 lbs.  
Mr. F. H. May's Astral, 151 lbs.

3.45 p.m.—LADIES' NOMINATION—AUNT SALLY RACE.—Gentlemen competitors to start dismounted at a given point which will be indicated by a flag. On the word "go" mount and ride to where a number of heaps of sticks will be placed on the ground—dismount—pick up sticks or as many as possible (it is not necessary to pick up the whole of a heap) mount and ride with sticks to starting flag, there dismount and hand pony to mafo who will be waiting. (Mafo not to come on to course until competitors have started). Run with sticks to lady competitors. Lady competitors will then throw sticks at Aunt Sally to win prize. Each heap of sticks will be numbered. Competitors must take heap of sticks bearing corresponding number to them on the programme. Sticks dropped while in transit from heap to ladies and sticks left in heap may not be fetched. A separate Aunt Sally will be provided for each lady. If no lady competitor succeeds in knocking down Aunt Sally with supply of sticks first brought to her, ladies may fetch back themselves sticks already thrown. No lady competitor may fetch back sticks until all lady competitors have exhausted their supply. Entrance fee \$3. First and second prizes presented by the Hon. Mr. F. H. May. 2nd prize: \$25. (Entrance fees to go to winner).

4.45 p.m.—GYMKHANA STAKES—Value \$100. Distance one mile. For China ponies which have run and not won at Gymkhana meetings this season. Winners of the wester race not barred. Weight for inches as per scale. Subscription griffins of any season and all ponies entered in the Hongkong Griffin Stakes and/or the Tientsin Stakes at the Hongkong Jockey Club Meeting 1908 allowed 10 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5. 1st prize: A cup presented by the Hon. Mr. F. H. May. 2nd prize: \$25. (Entrance fees to go to winner).

5.15 p.m.—TIME RACE.—For all ponies or horses of any description. Competitors to ride once round the course in a given time. Competitor passing the winning post nearest to the time allowed to win. Entrance fee \$5. First and second prizes presented by the Club. Competitors will be told the time allowed at the starting post.

1. Mr. Daniel.  
2. Mr. Dupree.  
3. Mr. Master.

4.45 p.m.—THREE-QUARTERS OF A MILE FLAT RACE.—For China ponies which have run and not won at Gymkhana meetings this season. Winners of the wester race not barred. Weight for inches as per scale. Subscription griffins of any season and all ponies entered in the Hongkong Griffin Stakes and/or the Tientsin Stakes at the Hongkong Jockey Club Meeting 1908 allowed 10 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5. 1st prize: A cup presented by the Hon. Mr. F. H. May. 2nd prize: \$25. (Entrance fees to go to winner).

5.15 p.m.—TIME RACE.—For all ponies or horses of any description. Competitors to ride once round the course in a given time. Competitor passing the winning post nearest to the time allowed to win. Entrance fee \$5. First and second prizes presented by the Club. Competitors will be told the time allowed at the starting post.

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2. Mr. Dupree.  
3. Mr. Master.

4.45 p.m.—GYMKHANA STAKES—Value \$100. Distance one mile. For all China ponies. Catch weight at 10 st. 6 lbs. Winners of an open race or open griffin race 5 lbs. Extra entrance fee \$5. 1st prize: A cup presented by Rear-Admiral R. H. S. Stokes, R.N., and prize \$3. (Entrance fees to go to winner).

Marks at present:  
Earthquake, 12 lbs.  
Coxcomb, 152 lbs.  
Dryadus's Earthquake, 152 lbs.  
Dryadus's Coxcomb, 152 lbs.  
Gresson's Ard Patrick, 152 lbs.  
Gresson's Qorn, 152 lbs.  
H. K. Leeson's Panjab, 146 lbs.  
Manning's Eglington, 152 lbs.  
Medico's Sofrano Rose, 146 lbs.  
Morris' Kinkishun, 158 lbs.  
Noble's Stratford, 142 lbs.

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## THE YARN TRADE.

## DIFFICULTIES OF COTTON YARN IN CHINA.

The Japan Chronicle says:—In a letter to his journal, the Shanghai correspondent of the *Ork Jiji* writes:—It goes without saying that the cotton yarn market in Shanghai is extremely depressed. This is chiefly due to the low market of silver, but the repeated failure of crops in China, of late years, is also a powerful factor in the depression. The import of Japanese yarn between January 1st and September 1st amounted to 105,136 piculs, showing a decrease of about 40 per cent on the figure for the corresponding period of last year. The import of Indian yarn also shows a decrease, but only of about 20 per cent, the figure for the period being 497,537 piculs, against 653,934 piculs for the corresponding period last year. The stock remaining on the market is comparatively small, which indicates that sales of yarn are not so few as is generally supposed. In these circumstances, if the yarn is offered at a price suitable to buyers, there will be no cause to complain of bad sales in China. Japanese yarn always sells higher than the product of other countries, due partly to its better quality, but the question has been forced up still higher by the decline in silver. The low price of silver has seriously affected the money market in Shanghai, though not so much as elsewhere in North China. Many merchants have sustained heavy losses, and this has greatly interfered with the circulation of money. The constant fluctuation in the silver market has led the Chinese, who are fond of speculation, to become more interested in spinning, and the result has been to still further augment the stagnation in business created by the low price of the metal. The depression in the import of cotton yarn, especially of Japanese yarn, into China is in a large measure due to the marked progress made by the spinning industry in China itself. This fact should be carefully noted by Japanese spinners. The total number of spindles in operation in China, which stood at 350,000 at the end of the first half of last year, rose to 744,824 at the end of January last, the number of spinning companies being 27. The annual output of yarn is now estimated at 400,000 bales, and an increase of about 20,000 spindles will be seen in the near future. Of the existing 27 spinning companies in China, thirteen have their mills in Shanghai, where the annual output of yarn exceeds 260,000 bales, while the mills of other companies, with the exception of the companies at Hongkong and Tientsin, are scattered in the vicinity of Shanghai and the Yangtze valley. It need therefore cause no surprise that the market for Japanese yarn in China is affected, especially when these mills in the Yangtze valley are concentrating their energies on the production of the variety of coarse yarn largely imported from Japan. Moreover, the quality of Chinese yarn has much improved. For instance the "Double Dragon" brand of the Anglo-Chinese Cotton Mill is equal in quality to the yarn produced by the Fukushima mill of Osaka; and the price is three taels lower than the Japanese yarn. The Chinese mill enjoys a great advantage in using Chinese raw cotton, which is in no way affected by the silver market. The principal cause responsible for the depression of the market in China of Japanese yarn, continues the correspondent, is the constant variation in the rate of exchange with Japan, anticipated lower prices for raw cotton, the depreciation in the purchasing power of the Chinese, and the higher price of Japanese yarn. In view of the high price of yarn materials, as well as the increased wages and advance in the price of commodities in Japan, it is impossible to hope for any reduction in the price of Japanese cotton yarn. It is to be regretted that Japanese cotton spinners are exerting themselves to maintain or to force up the market of their yarn by artificial means and are thus merely contributing to the depression in the sales of their goods in China. The reduction in the output of yarn may be effective in maintaining the market at home, but Japanese cotton spinners should consider the matter again with a view to the permanent improvement of the spinning industry in Japan. It must be especially added that the issue of premium tickets on the sale of yarn in China, judging from the results so far attained, has only served to advertise the embarrassment of Japanese spinners and to add to the difficulties of transacting business without affording any benefit to the trade in yarn.

## A JUNGLE TRAGEDY.

On Sunday, 13th ult., a number of Sandakan hospital patients were sitting, enjoying the cool of the evening-breeze, on the bridge near the hospital entrance. Suddenly a large black cobra emerged from the jungle, and came towards them at a great speed. Closely following the cobra came a large hemadryad who caught up the former near the bridge, and struck at him three times, burying his fangs deep in his combat. So intent were the two snakes on their combat that neither noticed a hospital dresser who walked up to the hemadryad and dealt him a blow across the back with a rolan, severing the spine, and killing him instantly. The cobra was already practically dead.

The hemadryad is a splendid specimen, 9 feet 6 inches in length, with distinctive markings on his diamond-shaped head. The cobra is just over six feet in length. Both snakes are being preserved in the hospital, for the inspection of disbelievers.—*British North Borneo Herald*.

## TANG SHAO-YI.

MOVEMENTS OF THE SPECIAL COMMISSIONER.

The N. C. D. News of 3rd inst. says:—On Thursday evening the reception given to H. E. Tang Shao-yi at the residence of Mr. Chun Wun-chieh, Singkeipang, Hopkew, by his comrades and fellow students of the Chinese Educational Mission to the U. S. in the seventies, took place as already noted in this column. No one but American-educated men were present, with the exception of the owner of the house, and the proceedings were quite informal—a mere reunion of old school-mates, amongst whom there were one Ex-Governor, one Ex-Vice-President of one of the Peking Ministries, one Ex-Minister and half-a-dozen Taolais. An excellent and recherche supper was also provided and the happy gathering broke up at considerably past the hour of midnight. Yesterday morning his Excellency received the members of the American Association at Kakei and at noon he was the guest at luncheon of his classmen residing in Shanghai. In the afternoon his Excellency took a drive in Mr. Tong Ching-po's handsome motor car and visited amongst other places, the International and French Settlement Extensions. In the evening the Commissioner attended a dinner given by the members of the Chamber of Commerce to whom his Honour Teai Taiul of this port courteously gave the use of the Hall of the Bureau of Foreign Affairs, on the Bulbiling Well Road. His Excellency left for Woosung this afternoon at 5 o'clock in a tender to join the P. M. S. steamer en route for Japan where he will remain for about three weeks before proceeding to the States on his special mission.

## ARMED ROBBERY AT SAM-SHUI-PO.

## INMATES TERRORIZED.

Sam-shui-po was the scene of a most daring robbery last Wednesday morning. At about 30 o'clock two men armed with offensive weapons gained entrance into 39, Tit Hong Lane, and after terrorizing the inmates succeeded in removing about \$300 worth of clothing, jewellery, etc. The police are investigating.

## MARINE COURT.

## MOVING STEAMER FROM BERTH WITHOUT PERMISSION.

3rd Inst.

In the Marine Court, this morning before the Hon. Commander Basil R. H. Taylor, R.M., Harbour Master, Lieut. C. W. Beckwith, R.N., Assistant Harbour Master, charged Captain W. A. Ross, master of the British steamship *Dakota*, with (1) unlawfully moving his ship fast to her buoy on arrival. The defendants came on board and presented the quarter-master to order them to leave the ship. The men were hawkers and were selling their goods. They made no attempt to leave the ship. He then had them arrested. There were several others who succeeded in getting away. When hoisted the police flag and handed the defendants over to the police.

All the defendants stated that they had no knowledge they were not allowed on board. They were each fined \$10 in the alternative, undergoing one month's hard labour.

teen passengers in excess of the number allowed by his license on the 3rd instant. The defendant admitted the offence.

It was stated by P. C. Jackson that at 10 a.m. on the 3rd instant he saw the L. T. T. coming from Victoria to Yau-ku-tui. When stopped her on the Kowloon Wharfs and counted the number of passengers. There were too many. Defendant is only allowed to carry 95 by his license.

Defendant pleaded that the excess complained of comprised children. His statement was contradicted by prosecutor, who said that there were altogether ten children, whom he counted as five, and were included in the number.

A fine of \$10 was imposed, in default of payment, six weeks' hard labour.

In the same Court, Mr. H. F. G. Colpoys, 3rd Officer of the British *Steamer Glengyle*, preferred a charge of unlawfully boarding his ship without the permission of the master or other officer in charge yesterday against three hawkers.

W. H. Howard, mate of the *Glengyle*, stated that at 11 a.m. yesterday, the *Glengyle* made fast to her buoy on arrival. The defendants came on board and presented the quarter-master to order them to leave the ship. The men were hawkers and were selling their goods. They made no attempt to leave the ship. He then had them arrested. There were several others who succeeded in getting away. When hoisted the police flag and handed the defendants over to the police.

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3rd Inst.

In the Marine Court, this morning before the Hon. Commander Basil R. H. Taylor, R.M., Harbour Master, Lieut. C. W. Beckwith, R.N., Assistant Harbour Master, charged Captain W. A. Ross, master of the British steamship *Dakota*, with (1) unlawfully moving his ship from Lai Chi Kok to a berth of Cosmopolitan Dock on the 20th ultimo without the permission of the Harbour Master, and (2) removing his ship from Lai Chi Kok after discharging some petroleum in bulk to another part of the harbour without thoroughly cleansing and ventilating the tanks and compartments. Defendant admitted the offence.

Lieut. C. W. Beckwith, R.N., Assistant Harbour Master, stated that on the day in question, the *Dakota* shifted from Lai Chi Kok, where she was engaged in discharging a cargo of bulk oil, to Cosmopolitan Dock. Witness inquired into the matter, and discovered that no permission had been obtained and no information given by the defendant as to her shifting and having had the tanks cleared out. It was previously brought to witness' notice that defendant proceeded directly to Lai Chi Kok without first going to the Dangerous Goods Anchorage on the 20th ultimo, on his arrival at the port.

Defendant's statement was to the effect that it was his duty to have notified the Harbour Department.

A fine of \$100 was imposed on the first charge. The second charge was dismissed.

## INTRODUCING HARBOUR REGULATION.

In the same Court, Policeman F. Pepperell charged Wong Luk, a boatwoman, and Cheung Kam, a boatman, with mooring their boats at a distance of less than 100 yards from low water mark between the gasworks at Shek Tong Tsui and the canal at Bowring during prohibited hours (11.30 p.m.), on the 2nd instant.

It was stated by P. C. Pepperell that at half-past eleven last night, he found defendants' boats made fast to Wing Lok Street Wharf without the permission of the owner. The first defendant stated that she was alone on board with another woman, as she could not move the boat alone. The two men had gone ashore as soon as the finished discharging cargo. The second defendant said that he was washing his boat after having discharged the same.

Each of the defendants was fined \$2 or ten days' imprisonment.

## A DANGEROUS PRACTICE.

Police Sergeant George Jackson charged three cargo-boat owners with failing to have the "yolo" of their boats out of the water and rigged so as to project outwards whilst lying alongside the s.s. *Hallen* in the harbour yesterday.

Prosecutor said that when he went alongside the *Hallen*, he found the three defendants' cargo-boats made fast with their "yolos" projecting out of their vessels. Even after he had warned them, defendants took no notice of him.

All the defendants pleaded ignorance of the law. They were each fined \$10, in default of payment, one month's imprisonment.

## OBSTRUCTING VESSELS.

A charge was preferred by the same officer as in the previous case against Tam Lok, a boatman, and Ho Po, boatwoman, with lying alongside the s.s. *Chelton*. Defendants' boats were the two outside ones. He went alongside and asked for their licenses and then took them to the station.

The first defendant asserted that he was the No. 3 boat, while the second defendant pleaded that he had only just arrived.

## NO LIGHT.

A fine of \$1 was imposed in each case.

## BEING A ROGUE AND VAGABOND.

A WOMAN IS TERRORIZED AT THE SIGHT OF TWO MEN.

7th Inst.

The fact that several undesirables, who seem to make Hongkong a receiving place for them, have been meeting with exemplary punishment recently at the hands of the law, has by no means quieted the doings, or undone, to be more accurate, of this class of men. Only this morning, a case was brought to the notice of Mr. J. R. Wood at the Police Court which was not wanting in its humorous aspect. It appears that in the early hours of this morning, two unemployed persons, Ching Mo and Li Ying, by name, for some unlawful reason or other entered the enclosed premises of House No. 62 in Peel Street. As likely as not, they would have succeeded in breaking the Police door had not a woman, Lo Seng by name, who lived near by, opened the door to her house to the night-howl man. On seeing the two men in a crouching attitude in a state, she gave vent to a terrific shriek, which soon brought the Police on the scene. When the 'cop' were charged at the Police Court, this morning, with being rogues and vagabonds and trespassing on enclosed premises, they were unable to give a good account of themselves. Sergeant Garrow, who prosecuted, applied for a remand in order to get more information regarding the men, and the case was therefore adjourned till 10 o'clock on Friday.

## TYphoon WARNINGS.

The American Consulate-General received the following telegram from the Manila Observatory:—

October 5th, 10.45 a.m.  
Cyclone or typhoon West of Luzon, more than 100 miles distant, moving W.N.W.

October 7th, 12.45 p.m.  
Cyclone or typhoon—Pacific Ocean. About halfway between the Carolines and the Philippines.

October 8th, 1 p.m.  
Cyclone or typhoon W. of Luzon, less than 100 miles distant, moving W.N.W.

October 9th, 10 a.m.  
Cyclone or typhoon W. of Luzon, less than 100 miles distant, moving W.N.W.

October 10th, 1 p.m.  
Cyclone or typhoon West of Northern Luzon, more than 100 miles distant, moving W.N.W.

In the Marine Court, this morning, before the Hon. Commander Basil R. H. Taylor, R.M., Harbour Master, Police-Sergeant George Jackson charged Cheung Yui, master of the steam launch *Zot Zet*, with carrying four

## DROWNING FAZ ALAYIP.

## ENGINEER OF "INVERAN" DIES WITHIN REACH OF SAFETY.

The body of John F. Parkinson, chief engineer of the British steamer *Inveran*, who was in the banca cut down by the naval launch in the Paoi Friday night was found hanging to the new piling at Engineers' Island with the head under water, reports the *Manila Times* of 8th instant. When the banca was cut down, Parkinson swam for the island, which he reached but is supposed not to have had strength to draw himself up, as when found, one arm was hooked around the piling, thus keeping the body from being washed away.

Mr. Parkinson was a man of advanced age and was on the ship for the one trip while the chief engineer was away. He joined the ship at Sydney, and left a wife and several children to mourn his loss.

Funeral services were held at the Masonic Hall yesterday afternoon at two o'clock and interment was made in the Masonic plot at Del Norte Cemetery.

## COMMERCIAL.

## FREIGHT MARKET.

Writing under date 3rd inst., Messrs. Lamke and Rogge report:—

"Northern freights have somewhat brightened up during the fortnight and were instrumental in affording employment to the major portion of the boats recently laid up in our port. Unfortunately, however, the market in the South is as demoralized as before, and the demand for tonnage has rather weakened than gained in strength."

SAIGON/HONGKONG: Only one steamer

arrived on the 2nd instant.

A FOREIGNER named Seviro Arioto was sent to the House of Detention last Thursday, by order of Mr. J. R. Wood, for being a vagrant.

FOR STEALING ONE BRASS BOTTOM FROM THE WHEEL OF A RICKSHA: A man was sentenced to three weeks' hard labour at the Police Court, last Wednesday morning.

THREE weeks' hard labour was the sentence passed upon Li Sun, a Chinaman, for stealing one blanket and one pair of trousers from Tee Ying, a shop coolie, residing at 23, West Street.

VICE-ADMIRAL TRUSS, Governor of Kiaochou, who is at present travelling in Manchuria, was expected to arrive at Tairen on 1st inst.

A DOCTOR named Fung Tak and a coolie, Chan Lan, were arraigned before Mr. J. H. Kempinski the Police Court, last Thursday, charged with stealing \$1,577 from a salt-dealer at 19, Connaught Road, on Wednesday. The case was adjourned until to-morrow.

AN INNOCVATION is to be made in the Palace by connecting it with the general telegraph lines whereby telegrams may be sent straight to their Majesties from the provinces. All telegrams were first sent to the Grand Council. There is also a report that the telegraph line connecting the Edo Park Palace and the Waiwipu was recently cut by allied revolutionaries, but it is probably a rumor.

A CANTON dispatch states that about thirty cases of arms and ammunition have arrived in that city from the district of Hulien, where they had been seized by the local authorities.

The contraband has been confiscated, but, apparently, the men chiefly concerned in smuggling it into the country have succeeded in making good their escape. The place where the arms were seized is on the British-Chinese frontier near Hongkong.

OWING to the actions of the Japanese in Peking a few months ago who are said to have arrested an alleged spy in Chinese territory, the Waiwipu has drawn up a set of regulations which we (N. C. D. News) are informed, have already received the approval of the Ministers for Great Britain, Russia, Germany, and France. The new regulations provide for the arrest of Chinese or foreigners in Chinese territory, who may be "wanted" by the foreign authorities.

ACCORDING to the returns of the Korean Customs Bureau, the foreign trade in this country during the first ten days of last month totalled \$4,753,300, compared with \$4,784,848 for the corresponding period of last year. Of the former figures \$3,753,300 represented exports and \$1,780,200 imports. The aggregate for the first ten days of last year was \$3,693,939 as against \$4,812,349 of last year showing an increase of \$1,118,580. —*South China Press*.

IT will be remembered that there has been some discussion about the subsidy of \$2,670,000 to the N.Y.K.'s European service, the subsidies to its Asiatic service, and those to the T.K.K.'s San-Francisco service, their term expiring in December this year. In this connection it is now said that the Communications Department has already decided to renew the grant of the subsidies to September, 1913, when the term of the existing Navigation Encouragement Law expires.

AN IMPERIAL RESCRIPT was issued on Sunday commanding their Excellencies Yu Lang, Senior Vice-President of the Ministry of the Interior, and Liang Tan-ye, Junior Vice-President of the Waiwipu, to proceed to Amoy for the purpose of welcoming the American Fleet.

In the name of their Imperial Majesties upon the former's arrival there in November next.

We may state that H. Yu Lang is a son of Prince Su, who is also President of the Department of which his son is the Vice-President.

A SOLDIER belonging to the garrison of Hailchow, Kwangtung province, was arrested by the day by gendarmes for outrages, behaviour in that city. His comrades thereupon got together and tried to storm the police station in order to rescue him. This aroused the indignation and anger of the citizens who rallied with the police in resisting the soldiers, and the result was the arrest of seventeen of the latter. It is probable that the soldier and some of his comrades will be executed for their conduct.

THE AUTHORITIES in the Italian concession, are paying some attention to the native residents. They have levied a tax on the Chinese in the concession, and this is reflected in the Italian Consul in Tientsin wanting the tax to be the same as other countries.

At present the Italian rates are the lowest.

He has notified the Customs Taiping to effect this.

The Taiping says the proposal is right and can be carried out but recommends that it be not enforced till later when trade arrives.—*China Times*.

FOR having in his possession 150 pieces of prepared opium, Lo Yin, a boy, or rather, a grown-up person engaged as a "boy," (for he is fifteen years of age) at 114, Plantation Road, Peak, was fined \$4 at the Police Court, last Tuesday. When Lo's room was entered by a constable of the 1st class, he was found lying on his bed and quietly indolent in the smoking-room from the Opium Farmer, he had to make his appearance at the Police Court on Tuesday, with the result stated above.

IN the new park which His Majesty King Chulalongkorn is making there is a Wat, which is well built! It is the

H.M.S. *Euryalus* and three other men-of-war arrived at Malacca, 29th ult., from Hakodate.

A HARBIN message states that the Harbin Flour Milling Syndicate has obtained a charter from the Russian Minister of Finance, and that work was to begin on the 1st inst.

THE Chinese Engineering and Mining Co.'s total output of the Company's three mines for the week ending September 19 amounted to 21,287 tons and the sales during the same period to 17,253 tons.

THE U.S. transport *Sword* arrived in Shanghai from Manila on 20th ult., with about twenty-five passengers. The trip up was marred by rough weather. The *Sword* is to be overhauled and repaired by the Shanghai Dock and Engineering Company, Ltd.

In consequence of the depression of trade, the population of Port Arthur has been gradually diminishing for the last few years. Three years ago it had, apart from officials and soldiers and sailors, about 15,000 inhabitants, but now the number does not exceed 5,000.

The total amount of the Bank of Japan's notes in circulation on Saturday last was Y160,000,000, showing an increase of Y1,000,000, while the gold reserve still stood at Y163,000,000. The surplus of the reserve of gold security for the issue of notes was Y4,000,000. The advances amounted to Y10,000,000.

FOR causing an obstruction at Des Vouex Road Central last Monday by placing his two stalls in the middle of the road, Chin Kai, a hawker, was fined 3*½* in the Police Court, on Tuesday. At the time of his arrest, Chin was selling nuts to his compatriots and his stalls were within two feet from the tramway line.

Mr. Julius Timm, chief electrician of the Great Northern Telegraph Company, had a nasty fall when alighting from a moving tram car in the vicinity of the Race Course at Shanghai on Monday evening, 28th ult., and is now in the General Hospital with his left arm broken and his right hand severely bruised.

AS a result of the suggestions of M. E. T'ang Shao-yi upon the necessity of reforming the currency of the country on a uniform basis, their Majesties have commanded the Ministry of Finance and the Council of State Affairs to report on the matter, as it is the Imperial wish to put H.E. T'ang Shao-yi's advice into execution as early a date as possible.

THE Japan Mail understand that Capt. C. T. S. Filmer, of the Hongkong Army, who arrived in Yokohama the other day, has resigned from the Toyo Kisen Kaisha's service. He left on the 22nd ult., by the *America Maru*, for San Francisco, where he has very promising business prospects in partnership with his brother-in-law, Capt. Filmer will be greatly missed in Yokohama.

IN response to a petition from the Canton Chamber of Commerce H. E. Chang Jen-chun, Viceroy of the Two Kwang provinces, has telegraphed to Viceroy Tuan Fang of the Liangjiang provinces, asking him to instruct the likin bureaux at Chinkiang and Wuhu to make a reduction of the rice likin, so that Canton merchants may purchase the cereal for those who are suffering from the floods, and sell it to them at cost price.

VICE-ADMIRAL Sakamoto has been appointed to represent Japan on the Committee which is about to meet in London to enact regulations for the establishment of an international price court. That such a tribunal should be established was voted at the recent Hague Conference, but as the details required much consideration, it was resolved that the vice principal naval Powers of the world should send representatives to form a committee for the purpose of drawing up rules.

THE *Moto Shimbô* reports, says the *Nagasaki Press*, that the construction of dry-docks at Okubo, Motoj, will be begun on October 3rd, the inauguration of the work being celebrated with due ceremony. The initial undertaking in connection with the scheme is the reclamation of 12,000 *tsubo* of land from the sea. Application has been made for permission to reclaim 70,000 *tsubo* in addition, and it is hoped that the whole of the reclamation work will be completed within a year.

IN the Supreme Court, last Wednesday, Chan Tim, a merchant, trading as the Chan Tin Kee firm, of 140, Queen's Road East, boiler makers' establishment, brought an action against Lo Fuk, a merchant residing at 277, Station Street, North Mongkok, to recover the sum of \$102—work done and material supplied. Mr. G. E. Morell, of Messrs. Goldring, Barlow and Morell, appeared for the plaintiffs; Mr. Otto Kong Sing represented the defence. Judgment was entered for the plaintiff with costs.

BECAUSE he was in a hurry to leave work for his mid-day meal, a bricklayer met his death on the 2nd inst. The man, Chan Foon, was engaged in repairing the verandah of house No. 84, Queen's Road East. He had been at work for some time when the foreman came round, and notified Chan that it was "chow" time. In his hurry to come down the ladder Chan missed his footing and fell to the footpath—a distance of about eight feet. He landed on his head, and was picked up in an unconscious state and taken home. He died on the same day, the result of a fractured skull.

A HANKOW dispatch states that a number of gentry, literati and prominent merchants of the three cities of Wu-chang, Hanyang and Hankow held a meeting last week at the latter port to discuss a proposition made by Grand Secretary Chang Chih-tung to borrow Tls. 15,000,000 from a foreign syndicate for the purpose of starting without delay the construction of the proposed Szuchuan-Hankow Railway. Nothing definite was arrived at during the meeting as certain important information is needed before a decision can be taken.

Save the current issue of the *Sporting Times*; it is always said that the plans for the Hongkong barracks went astray, and that the Belfast barracks were built in Hongkong and the Hongkong barracks in Belfast. There are to be barracks built in Singapore for the Indian regiment now quartered there, and to prevent all possible mistakes the Government sent an expert out to the island to design them. When the designs came out to the Straits it was found that they were for charming bungalows, but with no verandahs. A bungalow without a verandah in the Singapore climate is about as useful as one without a roof.

The British Consul at Swatow reports that the introduction of Japanese hand looms in that district is giving rise to an industry that promises to increase the importation of foreign yarn. These Japanese machines, which work many times quicker than the old-fashioned Chinese looms, are made of wood, and are of sufficiently simple construction to be copied by the natives. They cost about \$3 each, and will turn out ten to twenty yards of cloth daily at a cost of 2*½* cents a yard for labour. At present there are three factories engaged in this industry in Chao-Chow Yu and neighbourhood and one at Cheng-Hai. There are also a good many at Hong-Ning at which cloth is manufactured by these new looms.

Fok, having in his possession 500 lbs of opium, which a Chinese, Li Kai, a man 60 years of age, was fined \$15 last Wednesday. Another man named Ng Shiu Ki, was fined \$150 for having in his possession 3 lbs of the drug.

BECAUSE U Tsik Sang was foolish enough to steal two brass bushes, valued at \$1, from thericksha of a Chinese broker, he had to pay the penalty for his crime by being sentenced to three months' hard labour at the Police Court, last Wednesday morning.

IT is proposed by the Central Government in Peking to abolish the post of *Tatar General* of Foochow, and to put in his place a Senior and a Junior Secretary of Banner Affairs. The *Tatar General* of Foochow also has the post of Superintendent of Customs for that City.

A DARING robbery was committed at No. 320, Queen's Road Central last Tuesday, when an aman, employed by Ho Sam, a married lady, stole a lockset drawer of her mistress \$348 and one brooch valued at \$1. On Wednesday morning, the delinquent was sentenced by Mr. J. H. Kemp to four months' hard labour.

AT a conference of the members of the Council on State affairs, Prince Ching advocated the promulgation of a law requiring cultivation of the poppy throughout the Empire to stop planting the poppy at the end of three years from this year. As this period was considered by the majority of those present to be too short a time, it was afterwards decided to recommend to their Majesties that an Imperial Edict be issued making the limit of five years whereby all cultivation of the poppy shall be stopped, in place of the ten years' limit ordered by a former edict.

THE *Manila Times*, of 26th ult., says:—Yesterday afternoon, Norman Taylor, second officer of the *Yuenlong*, appeared in court and pleaded guilty to the charges of attempting to smuggle opium and lottery tickets into the Philippine Islands. Taylor was arrested last Tuesday afternoon shortly after the arrival of the *Yuenlong* in Manila Bay, having in his possession at the time 49 cans of opium and a quantity of lottery tickets. When arraigned in court he made a full confession of his guilt and begged the mercy of the court. Judge Smith imposed sentence of one year's imprisonment and a fine of \$1,000 in the opium case and a fine of \$300 in the lottery ticket case.

A SEOUL telegram to the *Malacca Times* states that the Imperial Decree promulgated on August 16th last year ordering the people to cut off their top knots has proved ineffective. At a meeting of local Governors held at Surwon-Kyong Kwido a few days ago, a resolution was consequently passed urging the people to observe the Decree by September (lunar calendar). The resolution pointed out that it was improper for persons to retain their top-knots when the Emperor and other men of high standing had cut theirs off. It is reported that the police summoned about one hundred rascals to the police station and advised them to have their hair cut short, explaining the matter thoroughly from the stand-point of economy and cleanliness. They all, with the exception of four men, decided to take this advice and to carry it into practice.

We note from American papers that Mr. Charles Barnes Towns, of the New York State Institute, who is at present in North China, has been called into consultation with the United States Commission to the International Anti-Opium Conference, as an authority on drug addiction, use of opium, statistics as to users, and other questions, arising in the official consideration of such subjects in America. The well-interest those who are watching the headway being made by the Charles B. Towns Institute in China, and particularly the branch in our port. In connection with the International Conference, which meets in Shanghai in January, we also note that Bishop Brent is now in Washington conferring with the American Government, and with Dr. Hamilton Wright, acting chairman of the United States Commission. Bishop Brent headed the Philippines Commission, which went exhaustively into the opium question in China some four years ago.

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## SHARE QUOTATIONS.

Supplied by Messrs. E. R. Kadouris &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 51.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND	RECENT QUOTATION	CLOSING QUOTATION
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	150,000	\$150	\$150	\$1,500,000 \$1,400,000 \$100,000	\$4,005.774	Final of 5 <i>½</i> for first half year (G) ex 1-10-1908-\$21.00	5 <i>½</i> %	\$290 (London 2 <i>½</i> %)
<b>MARINE INSURANCES.</b>								
Gantos Insurance Office, Limited	10,000	\$250	\$250	\$1,160,000 \$1,050,000 \$100,000	None	\$2 for 1906	10 %	\$260
North China Insurance Company, Limited	10,000	\$15	\$15	\$1,100,000 \$1,040,000	Tls. 304.424	Interim of 7 <i>½</i> ex 2/5 for 1907	6 %	Tls. 35 buyers
<b>YACHTS.</b>								
Union Insurance Society of Canton, Limited	10,000	\$250	\$250	\$1,000,000 \$1,040,000 \$100,000	\$2,360.011	Final of 5 <i>½</i> making \$4 <i>½</i> for 1906 and Interim of \$30 for 1907	11 ½ %	\$780 buyers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$100	\$1,000,000	\$191.763	\$12 and bonus \$3 for 1906	9 %	\$167 <i>½</i> buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$250	\$1,000,000	\$174.438	\$6 and bonus \$2 for 1906	8 <i>½</i> %	\$95 sellers
<b>SHIPPING.</b>								
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$1,015	\$1 for 1906	...	\$15
Douglas Steamship Company, Limited	30,000	\$250	\$250	\$100,000 \$100,000	Nil	\$2 <i>½</i> for year ending 30.6.1908	10 %	\$24 <i>½</i>
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$25	\$25	\$100,000 \$100,000	\$17.753	\$1 <i>½</i> for first half-year ending 30.6.1908	7 <i>½</i> %	\$28 <i>½</i> buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	\$25 \$25	\$25 \$25	\$100,000 \$100,000	\$13.715	6 <i>½</i> for 1907 on Preference shares only (G) ex 2/6 11/12/20-\$31.154	5 <i>½</i> %	\$35 \$20
Hangshai Tug and Lighter Company, Limited Do. (Preference)	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	\$1,000,000 \$1,000,000	Tls. 14.510	Interim of Tls. 1 <i>½</i> for account 1908	7 <i>½</i> %	Tls. 47 sellers
Hill Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$1,000,000	\$64.017	Final of 1 <i>½</i> making \$1 <i>½</i> for 1907 and Interim of 1 <i>½</i> (No. 10) for a/c 1908	6 %	\$15 \$14 <i>½</i>
Star Ferry Company, Limited	10,000	\$10	\$10	\$10,000	\$8.283	\$1 <i>½</i> for 1906	...	\$12 \$11
Alu Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 50,000 \$100,000	Tr. 6,869	Final of Tls. 2 <i>½</i> making Tls. 3 for 1907	11 %	Tls. 45 buyers
<b>REFINERIES.</b>								
Hina Sugar Refining Company, Limited	10,000	\$100	\$100	\$100,000	Dr. \$299.871	\$3 for year ending 31.12.06	...	\$120
China Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 200,000	Dr. \$111.128	\$3 for 1907	...	\$120
<b>MINING.</b>								
Business Engineering and Mining Company, Ltd.	1,000,000	\$2	\$2	\$150,000 \$12,280	Dr. \$11,550	Interim of 1 <i>½</i> (No. 10) for account 1908	7	

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5890

九月廿四日光緒

SATURDAY, OCTOBER 10, 1908.

大英報

香港英港月報

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUND .....  
Sterling ..... £1,500,000 at 5% = \$1,000,000  
Silver ..... \$14,000,000  
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

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Hon. Mr. W. J. Grosson—Deputy Chairman.  
E. G. Barrett, Esq. O. R. Lenzmann, Esq.  
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W. H. Hains, Esq. H. E. Tomkins, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH,  
MANAGER;

Shanghai—W. ADAMS, O.P.M.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3½ per cent. per annum.  
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,  
Chief Manager,

Hongkong, 22nd August, 1908. [24]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is allowed at 3½ per cent. per annum.

Depositors may transfer their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT AT 3½ PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,  
Chief Manager,

Hongkong, 12th January, 1908. [28]

## INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$3,350,000  
ABOUT MEX \$7,122,222  
RESERVE FUND ..... GOLD \$3,150,020  
ABOUT MEX \$7,122,222

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 3½ per annum on daily balances and accepts Fixed Deposits at the following rates—  
For 12 months 4 per cent. per annum.

6 " 4 " " "

3 " 3 " " "

No. 9, Queen's Road Central,  
Hongkong.

W. M. ANDERSON,  
Manager,

Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.  
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (\$3,750,000),  
RESERVE FUND FL 5,752,884.84  
(about £470,407).

Head Office—AMSTERDAM.  
Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,  
Rangoon, Samarang, Sourabaya, Charibon,  
Tegal, Pekalongan, Pasemban, Tjilatap,  
Padang, Medan (Deli), Palembang, Kuta,  
Riau (Aceran), Ranjimisra.

Correspondents at Macassar, Bombay, Colombo,  
Madras, Pondicherry, Calcutta, Peking,  
Salon, Saigon, Haiphong, Hanoi, Amoy,  
Vokhams, Kobe, Melbourne, Sydney,  
New York, San Francisco, &c.

LONDON BANKERS:  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 3½ per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.

Do. do. 4½ do.

3 do. 3½ do.

J. L. VAN HOUTEN,  
Agent,

Hongkong, 16th July 1908. [26]

## Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ..... Ver 24,000,000  
RESERVE FUNDS ..... 15,103,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, CHEFOO,  
KOBE, TIENSIN,  
OSAKA, PEKIN,  
NAGASAKI, NEWHWANG,  
LONDON, DALNY,  
LYONS, PORT ARTHUR,  
NEW YORK, ANTUNG,  
SAN FRANCISCO, LIOYANG,  
HONOLULU, MUDEN,  
BOMBAY, TIE-LING,  
SHANGHAI, CHANG-CHUN,  
HANKOW.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit—

For 12 months 5% p.m.

" 6 " 4%

" 3 " 3%

TAKEO TAKAMICHI,  
Manager.

Hongkong, 14th September, 1908. [23]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853;  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,200,000  
RESERVE FUND ..... £1,125,000  
RESERVE LIABILITIES OF PROPRIETORS ..... £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3½ "

" 3 " 3%

JOHN ARMSTRONG,  
Manager.

Hongkong, 13th May, 1908. [29]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Basis 7,500,00

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow,  
Kobe, Peking, Singapore, Tienhsin,  
Tsingtau, Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Postsiedlung (Preussische Staatsbank),

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner-Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warschaw & Co.,

Mendelsohn & Co.

M. A. von Rothschild & Soehne

Frankfurt a.M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Koeln.

Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,  
Manager.

Hongkong, 4th December, 1907. [30]

## Intimations.

HONGKONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BALL, 30.11.08.

AND THREE PRACTICE DANCES.

SCOTSMEN desiring to subscribe to the above are requested to forward their names to the undersigned.

DAVID WOOD,  
Hon. Secretary.

Hongkong, 3rd October, 1908. [39]

FRENCH STORE

(late A. Chazalon & Co.)

6, QUEEN'S ROAD CENTRAL.

HAVE just received a Fresh Assortment of AMERICAN GOODS comprising the following:

SALT HERRINGS, MACKERELS,

SALMON BELLY, CADFISH

BLOCKS, SPICED NORWEGIAN

ANCHOVIES, SARDELLES,

CANNED FRUITS, ASPARAGUS,

&c., &c., &c.

Hongkong, 22nd August, 1908. [30]

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

INTEREST ALLOWED.

On Current Accounts 3½ per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.

Do. do. 4½ do.

3 do. 3½ do.

J. L. VAN HOUTEN,  
Agent.

Hongkong, 16th July 1908. [30]

## THE IS.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE & PODNA	YOKOHAMA	About 13th Oct.	Freight only.
	Capt. A. F. Vines, R.N.R.		
SHANGHAI	[ASSAGE..... Capt. C. L. Daniel .....	About 15th Oct.	Freight and Passage.
LONDON, &c., via usual Ports	DELTA	17th Oct. Noon	See Special Advertisement.

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 5th October, 1908. [13]

## Intimations.

LANE, CRAWFORD & CO.

AGENTS FOR  
AQUASCUTUM  
RAINCOATS.

THE ACME OF  
SMARTNESS, COMFORT  
& DURABILITY.

\$45.00 each.

## OTHER MAKES

From \$25.00 each.

LANE, CRAWFORD & CO.





## Intimations.



A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER

MANUFACTURERS.

THIS SEASON'S SPECIALTIES—

Lime Fruit

Champagne,

Dry Ginger Ale,

Lemon Squash,

Champagne Cider,

Orange Champagne.

WATSON'S  
FRUIT SYRUPS

Mixed with Aerated or plain  
water make

DELICIOUS COOLING  
DRINKS.

Guaranteed to be made from the  
PURE JUICE OF SOUND RIPE  
FRUIT.

A. S. WATSON & CO.,  
LIMITED.

HONGKONG, CHINA AND MANILA.

ESTABLISHED 1841.

Hongkong, 29th September, 1908.

## LOCAL AND GENERAL.

Mr. Ijiai, the new Japanese Minister to Peking, has left Japan to take up his post.

The German mail of the 10th September was delivered in London on the 9th inst.

Dr. H. S. Bennett is authorized to practice medicine and surgery in the Colony.

Mr. E. A. de Carvalho returned to the Colony from leave of absence and resumed duty as cashier at the Treasury on 9th instant.

The reconstructed *Sorogon*—now the *Corto*—is ready for sea. She looks spic and span in her new coat of paint in Hubgham Bay.

His Excellency the Governor has been pleased to appoint Mr. E. C. L. Lewis to act as Postmaster General with effect from the 1st instant until further notice.

A PORT ARTHUR dispatch states that an English capitalist is making investigations with a view to establishing a brewery at Port Arthur with a capital of Y300,000.

JAPANESE labourers to the number of about 800 have been engaged by the Meiji Colonization Company for Peru. The emigrants were to leave Yokohama by a French steamer direct for Peru.

The Chinese Engineering and Mining Co.'s total output of the Company's three mines for the week ending 26th Sept., 1908, amounted to 19,131.51 tons, and the sales during the period to 19,241.85 tons.

A NEW YORK special to the *Shanghai Times* of 5th inst. says:—The newspapers are publishing a report that the Excellency Tang Shao-yi's real mission to this country is to succeed H. E. Wu Ting-fang as Minister.

OUR readers will be interested to note that Mr. Moitallo de Jesus is to read a paper before the China Branch of the Royal Asiatic Society on the afternoon of the 8th inst. on "The Opening of Shanghai."—*Shanghai Times*.

TEN dollars or 14 days was the sentence passed on Cheung Man Hui, a married woman, for destroying some fine trees belonging to Government on the hillside near Woog-nai-cheong. As the woman could not find the money, she will be idle for a fortnight at the Victoria Gaol.

THE Japanese Government announces the prohibition of the *pari mutuel* at races, including those of the Nippon Race Club, on the ground that it is incompatible with the new penal code and detrimental to social morality. It is pointed out that no effective measures of control are available.

THE result of investigations carried out by the Police in Kobe just completed shows that 4,798 cats are kept by the inhabitants of Kobe. Of this number, 1,777 are distributed among 30,38 families in the district under the jurisdiction of the Kobe Police, which has a human population of 111,117.

ACCORDING to reports received by the executive bureau the towns of the province of Iloilo have suffered greatly as a result of the overflowing of some of the rivers, many plantations being destroyed. The rice fields have felt the damage severely. In some parts the water rose to the height of three feet.

The Ministry of War has appointed Colonel Tsui Cheo-hsiang to take charge of the drilling of the newly organized troops of Yunnan. He will take with him for the purpose ten foreign trained officers and one hundred sergeants and corporals selected from the Peiyang Army for their smartness and intelligence.

A PEKING dispatch states that His Majesty the Emperor's health has now so far improved that orders have been sent down to the various Viceroy and Governors not to send any more physicians to the Capital. When His Majesty became ill a few months ago a Rescript was issued by the Empress Dowager commanding Viceroy, Governors and Tatar Generals throughout the Empire to recommend the best physicians within their jurisdiction to attend upon the Emperor.

FREQUENT complaints are being heard in Yokohama and Tokio according to the *Japan Daily Herald* against the thefts which occur in the trams. It is believed that a large class of men spend their time in travelling on the cars in the busy times of the day, relieving unwary passengers of their valuables. Special police measures are called for; and in view of the approaching visit of the American Fleet and the autumn tourist season it is suggested that a notice "Beware of Pickpockets" be displayed prominently in all cars.

OWING to the prohibition issued by Viceroy Chang Jen-chun of Canton against coolies recro w g within his jurisdiction of the Two Kwang provinces by agents of countries requiring such labour within their territories, these agents have been compelled to resort to all sorts of new fields to obtain coolies. It is now stated that certain persons have been recently engaged in Central Manchuria—of all places in China—in trying to obtain coolies for Mexico. These attempts, however, the Viceroy of Manchuria is also determined to stop.

AT St. Andrew's Church, Kowloon, to-morrow, the Sunday after the Second Anniversary of the Dedication of Opening of the Church) the Holy Communion will be administered at 8 a.m. Morning Prayer and Sermon at 11 a.m.; attended (weather permitting) by the Church parade party of "F" Company, Middlesex Regiment. Evening Prayer and Sermon at 6 p.m., when the Venerable Archdeacon Banister will officiate and preach. The Offertories will be in aid of the Church Maintenance Fund, which (being in the Treasurer's debt, and having further large claims to meet in the near future) is in urgent need of very generous help.

Rev. J. H. France will be glad to receive magazines and books, for members of the mercantile marine, at the Seamen's Institute, Hongkong or Kowloon; and at St. Peter's Church, if desired, papers and magazines, intended for Mr. France, will be sent for by him on receipt of intimation to that effect.

For gambling in a passage leading off Battery Path at West Point yesterday, ten men were fined \$10 each at the Police Court, this morning.

FOR having in his possession four canteens of prepared opium without a license, Fung Mok, a farmer, was fined \$3 by Mr. J. H. Kemp this morning.

IP KWAN, a widow, was fined \$4 at the Magistracy this morning for offering fowls for sale in Queen's Road East in a place other than a public market.

THE last of the steam lighters for the Bangkok service of the N. D. L. is nearing completion at the shipyard at Kowloon. She will be ready for launching about the 24th inst.

THE Chasfon Railway, which the Germans are constructing in Shantung, is being strongly opposed by the Waipuwa. The Chinese claim that this railway is contrary to the agreement and treaties between the two countries.

AT the Police Court, this morning, Inspector Fenton charged two men with keeping a common gaming house at No. 8, Moon Street; and nine others with taking part in the gambling. A fine of \$100 was imposed on the first and second defendants, while the others had each to pay \$5.

THE *Rurik*, ready for service in the Russian navy, has just left England for St. Petersburg, having been taken over by the Russian authorities from the builders on Sept. 5. The vessel is remarkable in several respects, combining a commendable compromise of the conflicting qualities of offence, defence, speed, and tactical endurance.

A LIBEL action will take place at an early date in the Netherlands Consular Court, Shanghai. The plaintiff is Mr. D. Stratton, an engineer in charge of the dredging work which is being carried on at Woosung under the Whampoa Conservancy Board, and he is claiming damages against a Dutchman named A. Renaud for alleged libel.

AT the time of our representative's visit to Kowloon Dock this morning, it was observed that H. M. destroyer *Whiting* was completing her extensive repairs in the No. 2 dock. She has had practically a new bottom. All the work below waterline was being carried out by the Dock Co.'s staff under Mr. Wilson. The Naval officers and mechanics are attending to all other work.

WE understand that the first shallow-draft gunboat built in England for the Portuguese Government for service in Macao waters is due to arrive in Hongkong some time in December. She is being sent out in sections by her builders, and will be put together in Hongkong. The local Dock Co. will be placed in possession of specifications for the job on Monday next, with a request to tender for the contract.

## A DARING BURGLARY.

The story of a very daring burglary was told by the Magistracy this morning, when Chan Fuk, a Chinaman having no occupation, was arraigned before Mr. J. R. Wood on a charge of burglary. The scene of the outrage was the ground floor of No. 181, Des Voeux Road West, where Chan Hau, an accountant of No. 380, Des Voeux Road West, resides. Some time last night, the defendant gained admittance into the complainant's room. Every nook and corner was searched and everything where body was likely to be found rifled. Among other things that Chan took were six pieces of clothing, valued at \$13.50, and 24 yards of grey, cotton cloth, worth \$1—of the total value of \$17.50. Chan pleaded guilty this morning and was sentenced to six months' hard labour.

## THE UNITED STATES.

Washington, October 3.—The shortage of money for the campaign fund is causing considerable anxiety to the Republican Party.

In a speech at Denver Mr. W. H. Taft has denounced Mr. Samuel Gompers, President of the American Federation of Labour.

Mr. Nicholas Longworth, President Roosevelt's son-in-law and member of Congress for Ohio, has expressed the opinion that Mr. Taft will be President for eight years and will then be followed by Mr. Roosevelt.

Washington, October 5.—Mr. T. W. Lawson, the well-known broker and author of "Frenzied Finance," has been injured in an accident caused by a runaway horse.

The *New York Herald* forecasts that Mr. Bryan will gain New York City.—N. C. D. News.

## A THIEF'S DOWNFALL.

One of those men who have an inherent mania for trespassing in proscribed grounds in the hope of making a big haul was arraigned before Mr. J. H. Kemp in the Police Court this morning. The man's name is Chan Cheung, and he was charged with stealing a quantity of zinc sheeting of the approximate value of \$1. Sometime yesterday afternoon, Chan wended his way to Messrs. Butterfield and Swire's shipyard at Quarry Bay with felonious intentions in his head. He managed to get inside the premises and on seizing a basket containing zinc sheetings, the temptation was too strong to resist. He took French leave for coming into possession of the metal, and by way of hoodwinking the authorities, covered the basket which contained it with another empty one. Chan's next step was to make himself scarce, and thus he proceeded to do, when Kaloo, an Indian watchman employed in the shipyard, had his suspicions aroused. He arrested Chan's progress and examined the contents of the lower basket, when he found the metal ingeniously hidden at the bottom. The actors in the farce met together at the Police Court, this morning, when Chan was given three months' hard labour.

REV. J. H. France will be glad to receive magazines and books, for members of the mercantile marine, at the Seamen's Institute, Hongkong or Kowloon; and at St. Peter's Church, if desired, papers and magazines, intended for Mr. France, will be sent for by him on receipt of intimation to that effect.

## Another Kowloon Launch.

## PORTUGUESE GUARD SHIP CHRISTENED.

## THE "DILLY" THE SECOND.

Three launches within one month in a fleet which any shipbuilding yard may be proud of. That has been accomplished by the Hongkong and Whampoa Dock Co., this morning, when the new *Dilly*, built to the order of the Portuguese Government, as represented by Mr. J. J. Leiria, Consul for Portugal, took the water in Hunghom Bay on the other side of the harbour. The *Klam* *Tu* and the *Kiam Chi* were successfully launched in September and the *Dilly* to-day, making three vessels in all to be built for the Chinese and Portuguese Governments, respectively, in one month.

The subject of our notice to-day having been contracted to the order of the Portuguese Government it followed that Madame Leiria, wife of Consul Laixia, who has been the central figure in the pretty ceremony at Kowloon to-day. When the party of guests landed from Hongkong, at the farthest western end of the shipyard, the *Dilly* was conspicuous by the quantity of bunting which she displayed. The platform for the accommodation of visitors was also gaily "dressed" for the occasion. Among those present were Rear-Admiral R. H. S. Stokes and Mrs. Stokes, Mr. Blanchflower, secretary to the Rear-Admiral; Capt. Germano Dias, A.D.C. to the Governor of Macao, representing His Excellency Senator Alves Rodriguez; Lieut. Ventura, of Portuguese Navy; Mr. Miranda Guedes, Director of Public Works, Macao; Consul and Madame J. J. Leiria; Mr. von Wissner, Consul for Austria, and Miss. von Wissner; Mr. Robt. Mitchell, chief manager, Hongkong and Whampoa Dock Co.; Mr. W. Wilson, manager at Kowloon; Mr. J. L. de S. Alves and Miss. Alves; Dr. and Mrs. Forsyth; Mr. and Mrs. M. A. A. de Souza; Miss. E. Calvalho, Mr. and Mrs. Leitao; Miss. M. Rezende, the Misses Loureiro, Mr. and Mrs. Macdonald; Mr. and Mrs. A. M. L. Soares; Mr. and Mrs. A. A. Alves, and Messrs. F. J. V. Jorge, J. Martin (draughtsman, Kowloon Docks) and P. N. da Silva.

Capt. Germano Dias wore his full military uniform with his numerous decorations including the insignia of the Torre de Spada for signal valour in the Camato-campaign which the present Governor of Macao won so much distinction.

The most prominent feature of the *Dilly's* decoration was undoubtedly the large Portuguese flag which fluttered to the steady breeze from the fore of the new guard ship.

Light drizzle fell as the party of visitors landed at Kowloon and for a little time after they had taken up their positions on the platform. It is singular that an sooner did the *Dilly* slide down the ways, the sun pierced through the dark, lowering clouds lending brightness and colour to the scene around.

When all was ready Mr. Mitchell handed Mrs. Leiria the bottle of champagne which was fastened to the bow of the *Dilly* by silken cords with the national colours of Portugal entwined. It was a singularly appropriate compliment which was greatly appreciated by the Portuguese assembly and particularly grateful to Senator Leiria and the representatives of the Macao Government.

With the removal of the last block the *Dilly* began to move and as she glided faultlessly down the ways Mrs. Leiria, in capital style, dashed the bottle of champagne across her bow, naming her the *Dilly* as the vessel took to her element. Then the spluttering noise of cracklers on deck and the yell of delight of the hundreds of native labourers and mechanics, who were interested spectators, announced the complete success of the pretty ceremony prettily performed.

The tug *Dad's Gillies* at once took the *Dilly* in tow to a buoy allotted to her in the bay. It may be mentioned that the *Dilly* was launched with her own steam up. Because, however, of the abnormal high water, owing to the impending typhoon, which raised the stern of the *Dilly* quite two feet from the blocks, it was found necessary by Manager Wilson to have the rudder securely fastened to a timber placed cross-wise to enable the successful launching of this vessel. But for this circumstance, the visitors would have been given an exhibition of the *Dilly's* steaming capabilities which will now be reserved until the official trial takes place later.

When three lusty cheers had been given to the *Dilly* on the call of Mr. Mitchell, that gentleman presented Mrs. Leiria with a gold watch-bracelet as a souvenir of the occasion which he asked Mrs. Leiria to accept from his Company. The bracelet was suitably inscribed.

"Thank you so much, Mr. Mitchell," was the curt and expressive acknowledgment graciously made by the lady.

At Chief Manager Mitchell's invitation the party adjourned to the drawing office.

After the assembly had been served with wine.

Mr. Mitchell, in proposing success to the *Dilly*, said they met that morning to witness the launching of the vessel which had been so gracefully performed by Mrs. Leiria. That lady was careful that the *Dilly* did not get to the water before she had broken the bottle of champagne across her bow, and when she did so, the *Dilly* sped away to the good wishes of all. She was a sister-ship of the vessel of the same name built by the Hongkong and Whampoa Dock Co. for the Portuguese Government some twenty years ago. That the work had proved satisfactory was shown by the fact that the engines of the first *Dilly* had been put back into service; they were found to be in such perfect order and sound condition. That fact bespeaks also the efficiency and skill of the Portuguese Naval Officers and also proves what excellent mechanics the Portuguese were

to preserve the engines as they had done. He hoped that the new *Dilly* will prove as great a success as the first one was and would have a useful career before her for many years to come. He thanked Mrs. Leiria for her kind services in christening the *Dilly* in so graceful a manner, and in proposing success to the vessel he would couple with it the name of Consul Leiria. (Applause.)

In thanking Mr. Mitchell on behalf of his wife, Mr. Leiria said:—Rear-Admiral Stokes, Captain Germano, Mrs. Leiria, Lieut. Ventura, Mr. Robert Mitchell, ladies and gentlemen.—In the name of the Portuguese Government I thank you all for your kind presence, here this morning, and also for the way you drank to the prosperity and God Speed to the *Dilly*. I do not know whether you are aware that this is the second *Dilly* built by the Hongkong and Whampoa Dock Company, Limited, for the Portuguese Government. Her namesake fulfilled admirably the functions of a coast guard ship.

The *Dilly* the Second, when completed will fulfill all the requirements of such a vessel, and these requirements, ladies and gentlemen, are the work of the builders; and who are the builders but Mr. Robert Mitchell and his staff. To these gentlemen credit is due for the creation of the pretty model of a cruiser which we have just seen launched to-day. On behalf of Mrs. Leiria I beg to tender her thanks for the pretty souvenir she has just received of this interesting ceremony, and for the Dock Company's courtesy in inviting her to have her name associated with this interesting ceremony.

Ladies and gentlemen, I have to ask you to kindly join me in drinking to the prosperity of the Hongkong and Whampoa Dock Company, Limited, and also give three cheers and a "lager" to Mr. Mitchell and his capable staff of designers, constructors and shipbuilders. (Applause.)

There was an enthusiastic response. Mr. W. Wilson thanked Mr. Leiria, on behalf of the Dock Co.'s staff, for the complimentary remarks and hoped that the Portuguese Government would favour his Company with some more of their orders. (Applause.)

This concluded the ceremony and the visitors re-embarked on board the Dock Co.'s launch for Hongkong, arriving shortly before 11 a.m. The *Dilly* is built entirely of wood. Her length between perpendiculars is 120 ft., extreme breadth 18 ft. 6 in., and depth of hold 9 ft. The boiler is a new one, but the engines belong to the old *Dilly*. She has one funnel and carries two masts.

CHEUNG PAT-SZE.

It is rumoured, in mandarin circles here, that H.E. Cheung Pat Sze will shortly be recalled to the North.

CONSULAR VISIT.

H.E. Viceroy Chang Jen Chua received the Japanese Consul at Canton this morning at 10 a.m.

NAVAL REORGANIS

## Telegrams.

## "HONGKON TELEGRAPH" SERVICE.

## A FOREIGN LOAN.

FOR £5,000,000 STERLING.

[By courtesy of the "Sheung Po".]

Peking, 9th October.

The Ministry of Posts and Communications is in treaty for a loan of five million pounds sterling from England and France.

The money is to be repayable in thirty years.

Negotiations for the loan are nearing completion.

## HONGKONG AND SHIANG-HAI BANK.

## ANOTHER CHINESE LOAN.

[By courtesy of the "Sheung Po".]

Peking, 9th October.

The Ministry of Posts and Communications has entered into negotiations with representatives of the Hongkong and Shanghai Banking Corporation and one other foreign Bank for a loan.

An Imperial Decree has been issued authorising the Ministry presided over by H.E. Chan Pek to sign the agreement for the loan as soon as the details of the negotiations are completed.

## THE OPIUM TRADE.

## NEW REGULATIONS.

[By courtesy of the "Sheung Po".]

Peking, 9th October.

Commencing from the first moon of the next China New Year, the Board of Revenue is determined to enforce the regulations for the stamping of every "ball" of raw opium.

By the second moon it proposes to regulate the sale of prepared opium.

[Reuters.]

## The European Situation.

London, 8th October.

A proclamation which has been issued at Belgrade appeals to the Powers for justice and protection. It demands the restoration of the *status quo* in Bosnia; otherwise compensation is necessary to Serbia's independent existence.

At Cetinje, a proclamation published by Prince Nicholas, declares the clause in the Treaty of Berlin relative to Austrian rights in Montenegro, no longer binding.

Sir Edward Grey, speaking at Wooler, and Mr. Asquith speaking at Leven, emphasized the impossibility of Great Britain recognizing any alteration in the Treaty of Berlin until all the Powers have consulted.

Sir Edward Grey did not consider it likely, however, that peace would be disturbed.

Later,

A great demonstration has been held at Cetinje, Montenegro, where shouts of "War on Austria" were raised, and a resolution adopted to forget bygones and co-operate with their Servian brothers.

Emperor Francis Joseph of Austria, in his address at the opening of the delegations, defended the action of Austria, and emphasized the evacuation of Novi-Bazar, which showed that she did not desire expansion of territory. He appealed to the nation to grant the Government's demands for the army and navy, in order that Austria might co-operate with the Powers for the maintenance of peace.

Greece has assured Turkey that she did not inspire the Cretan proclamation, and hopes that their hitherto friendly relations will not be disturbed.

## MANCHURIA.

## THE RAILWAY QUESTION.

Tokio, October 3.

An agreement regarding the junction of the South Manchuria Railway and the Imperial Railways of North China at Mukden was concluded yesterday.

Negotiations between the Japanese and Chinese delegates will be continued in order to arrange the details of through traffic, the running of a weekly express train with sleeping car accommodation, and other matters.

A Japanese delegate will reach Peking on October 9, to negotiate with the Walupu the final settlement of the joint Chino-Japanese Kiao-Kuangsheng Railway programme.—*C. D. News.*

## THE PATROL CRUISERS.

## OFFICIAL TRIP ON MONDAY.

The preliminary builders' trials of the two West River patrol-cruisers for the Canton Government have been completed. The first of the two—the *Kiang Tsu*—will, weather permitting, proceed on her first official trial trip on Monday next. The trial run will occupy the best part of the day. The vessel will be put to severe tests for speed, steering gear, etc. There is every reason to believe that the trial will be satisfactory in every respect.

In the meantime the wireless telegraph engineers are busily engaged with the installation of complete apparatus for wireless telephony on both the cruisers.

## OPIUM IN HONGKONG.

A special wire to our contemporary, the *Strait Times*, contains the gratifying announcement that the Colony of Hongkong has so far escaped the financial calamity of which it would have become the victim, had the enforcement of the peremptory mandate of the Secretary of State for the Colonies, for the closing of the opium shops been insisted upon. Sir Frederick Lugard, the Governor, in introducing the Budget of the Colony, into the Legislative Council, said that no final solution of the opium question had been reached and that the estimates consequently showed no decrease in the anticipated opium revenue. Some short while ago a report gained currency, that the instructions of the home government were to be carried out forthwith despite the protests of the farmers on the spot, who were to be compensated to the extent of \$1,000 a month for the closing of the opium dens before the expiry of their contract. The rumour on the face of it seemed highly incredible. The Colonial Office would not have gone in any case, to such extreme lengths, as to insist upon the Colony surrendering such a large source of revenue in addition to paying compensation to the farmer for the unavoidable privilege of making a huge financial sacrifice. The fact that the Budget for the ensuing year has been framed on the basis of the existing scale of farm rentals, may be taken as an indication that the Home authorities are disposed, more or less, to allow the existing opium farm leases to run out. If this course is finally decided upon, the embarrassing question of paying compensation to the farmer, would be solved without any pecuniary loss. Once the lease expires, the magnetism of the farmer who had declared his intention not to claim compensation on account of the closing of the farms before the due date, need not be subjected to so crucial a test. In any eventuality it is almost a foregone conclusion that the days of the farming system in the Eastern Colonies are fast running out. But it must be admitted to its credit that its existence has stood as a formidable obstacle in the way of bau and it considerably tampering with the fiscal system by the home Government. When once the farms are abolished, as they are bound to be in the not distant future, and import duties and licensing fees take their places, the financial position of the Colonies and Provinces would be rendered extremely precarious, for it could then be completely altered by a stroke of the pen to their great detriment.—*Pirak Player.*

## AMERICA-JAPANESE RELATIONS.

## WASHINGTON DENIES TOKIO REPORTS.

## New York, October 3th.

The Washington Government has issued a statement denying the report from Tokio that a new and favourable understanding has been reached between the Governments of the United States and Japan regarding the emigration situation. The statement declares that the situation is unchanged.—*Shanghai Times.*

## SINO-JAPANESE RELATIONS.

## JAPANESE NOBLES TO TOUR CHINA.

The *Japan Chronicle* says:—A distinguished party is shortly to visit China and Japan. It will consist of Marquis Nabeshima, President of the Toa Dobuk Kai (East Asiatic Common Literature Society), with Marchioness Nabeshima, Viscount Kiyoura, Vice-President of the same Society, Marquis Hosokawa, President of the Tokyo Dobuk School, and Messrs. Ogawa and Kashiiwa, members of the Diet. The party will leave Tokyo about the middle of this month, proceeding first to Tairen, and thence to Mukden, Tientsin, and Peking. After spending about ten days in the Chinese capital, they will travel to Paoting, Wucheng, Hangchow, and Shanghai. The object of the tour being to foster friendship between Japan and China, calls will be made on high officials and leading private individuals at the places visited, who will be invited to join the Society. During the party's stay in Peking, Marchioness Nabeshima will be presented to the Empress Dowager of China, and on the occasion of the audience the Marchioness will wear Japanese dress, which is said to be unprecedented in such a case.

## SUN YAT-SEN.

Sir John Jordan has replied to the Chinese Note with reference to Sun Yat-sen saying that according to British Law political refugees must be given asylum in British territory if they seek it, and therefore his Government cannot see its way to drive Sun out of Singapore. Since receiving the above reply, Their Excellencies Ng Tung and Yuan Shikai have called upon the British Minister, and asked that the British Government forbids Sun Yat-sen to communicate with his confederates and batch rebels against China; while under the protection of the British Legation. To this Sir John has replied that it might be done, and he has wired to request the Home Government to meet the wishes of the Chinese Government in this respect.—*China Critic.*

## THE RAILWAY QUESTION.

Tokio, October 3.

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Negotiations between the Japanese and Chinese delegates will be continued in order to arrange the details of through traffic, the running of a weekly express train with sleeping car accommodation, and other matters.

A Japanese delegate will reach Peking on October 9, to negotiate with the Walupu the final settlement of the joint Chino-Japanese Kiao-Kuangsheng Railway programme.—*C. D. News.*

## THE TRADE DEPRESSION, ITS CAUSES AND CURE.

## BY A JAPANESE BUSINESS MAN.

## CAUSES.

The factors which have brought about the existing stringency in the money market are many and various. In the following paragraphs, however, discussion is limited only to those of great importance. These are five in number.

## L.—GREAT INCREASE IN POSTAL SAVINGS.

## DEPOSITS.

The effect of the above upon the money market is but small in comparison with Causes Nos. III. and IV. However, the rapid augment of postal deposits in recent years is in itself a remarkable feature presented by our money market, and it has undoubtedly contributed towards creating the existing depression in business circles. The rate of increase in postal savings in the past few years may be seen from the following table:

No. of	Depositors.	Amount.
1900	1,883,262	Y 24,015,000
1901	2,271,799	27,000,000
1902	2,707,118	28,840,000
1903	3,227,658	31,478,000
1904	4,583,335	38,778,000
1905	5,085,551	52,836,000
1906	7,414,430	81,939,000
1907	7,059,608	91,094,000
1908 (June)	8,112,112	100,163,609

The cause of the steady growth of postal savings shown above is the encouragement given by the Government in the form of repeated raising of interest, together with the method of postal savings remittance adopted in March 1906. When the system of postal savings was first introduced into Japan in 1885, the interest allowed was no more than 3 per cent, which, after a gradual increase, now stands at 5.05 per cent. In addition to the system above alluded to, the postal savings remittance method, a gigantic Government undertaking for facilitating remittances without commission, has evidently had much to do with the great increase. That an increase in the amount of postal deposits does not in itself constitute any source of anxiety, and even serves to form a forecast of a nation's future development, is a matter of course. However, this fact alone would be enough to determine whether the phenomenon is a matter of congratulation or not, that the increase in postal savings has caused a decrease in banking deposits which indicates the flow of funds from the banks into the treasury, where money is of little avail for the relief of strained monetary situation.

## II.—NATIONALISATION OF RAILWAYS.

This may be counted among other elements which have brought about the existing financial situation, though its effect thereof may not be as great as Nos. III. and IV. Railway nationalisation has brought about the result that the net profit of the seventeen lines, yearly amounting to tens of millions of yen, is now locked up in the treasury of the Government; the funds might, otherwise, have gone to the relief of the situation left in the hands of bankers as deposits.

## III.—MISMANAGEMENT OF NATIONAL FINANCES.

The mismanagement of our national finances on the part of the Government constitutes one of the principal causes which have created the existing stringency in the money market.

(a) The great suppression of industrial and commercial capital at home as well as the levying of almost unduly heavy taxes as consequences of the extraordinary augmentation in national expenditure in recent years. The following table will show the rate of increase of national expenditure during the past fifteen years, which is divided, for convenience, into three terms of five years each:

First term, 1891-1898 ... Y 73,738,743

Second ... 1899-1903 ... 1,353,595,283

Third ... 1904-1908 ... 4,458,416,937

(The calculation for 1907-1908 represents the budget estimate).

## IV.—THE FALL IN THE PRICES OF COMMODITIES.

That a fall in the prices of commodities must inevitably follow a decrease in the amount of currency in a country is a fact clearly proved by reference to any book on political economy.

A decline in prices of commodities involves a decrease in business transactions, and this is what has apparently caused the present depression in business.

In the next article I shall present a scheme which I believe would form a cure for the present state of things.—*Japan Chronicle.*

## NIPPON YUSEN KAISHA.

## YOKOHAMA-NEW YORK RUN.

We have received from the Nippon Yuseん Kaishha the following statement of the times occupied in transit from Yokohama to New York of silk which moved over the Great Northern Railway:

Ex *Iyo Maru* arrived Seattle July 8th, 1908; 19 days 16 hours.

Ex *Tosa Maru* arrived Seattle Aug. 6th, 1908; 20 days 21 hours.

Ex *Mimosa* arrived Seattle Aug. 10th, 1908; 18 days 16 hours.

Ex *Sinano Maru* arrived Seattle Aug. 20th, 1908; 20 days 21 hours (1 car); 21 days 20 hours (1 car).

## SANITARY BOARD.

A meeting of the Sanitary Board will be held on the 13th instant, at 3.45 p.m. Following are the orders of the day:

1. Letter from Government forwarding minute by His Excellency the Governor relative to rat destruction.

2. Letter from Government forwarding rules for guidance of sanitary inspectors in making reports on nuisances under Part III of the Public Health and Building Ordinance for the information of the Building Authority.

3. Bye-law for the prevention of the breeding of anopholes mosquito.

4. Plague procedure and directions for cleansing plague infected houses.

5. Correspondence relative to the leave of absence to Dr. Macfarlane.

6. Results of the examination made under

"The Sale of Food and Drugs Ordinance 1896" for the quarter ended September 30th, 1908.

7. Report of the analysis of the public water supplies for the month of September, 1908.

8. Mortality statistics for the week ending September 26th, 1908.

9. Rat return for the weeks ending October 3rd and 10th, 1908.

10. Application for No. 9, Temple Street, South to be registered as a fat-bolting estab-

lishment.

## To-day's Advertisement.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, OR TUESDAY,

the 13th October, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

SUNDAY.

HOUSEHOLD FURNITURE, comprising—

TEAKWOOD OVERMANTELS with BEVELLED GLASS, IRON BEDSTEADS, CHEST-OF-DRAWERS, MARBLE-TOP WASHSTANDS, VIENNA CHAIR, ENGRAVINGS, GLASS, CROCKERY and E.P. WARE, &c., &c.;

ALSO

A quantity of ANTIMONY WARE, REMINGTON'S and ONE BARLOCK'S TYPEWRITERS, and BICYCLES.

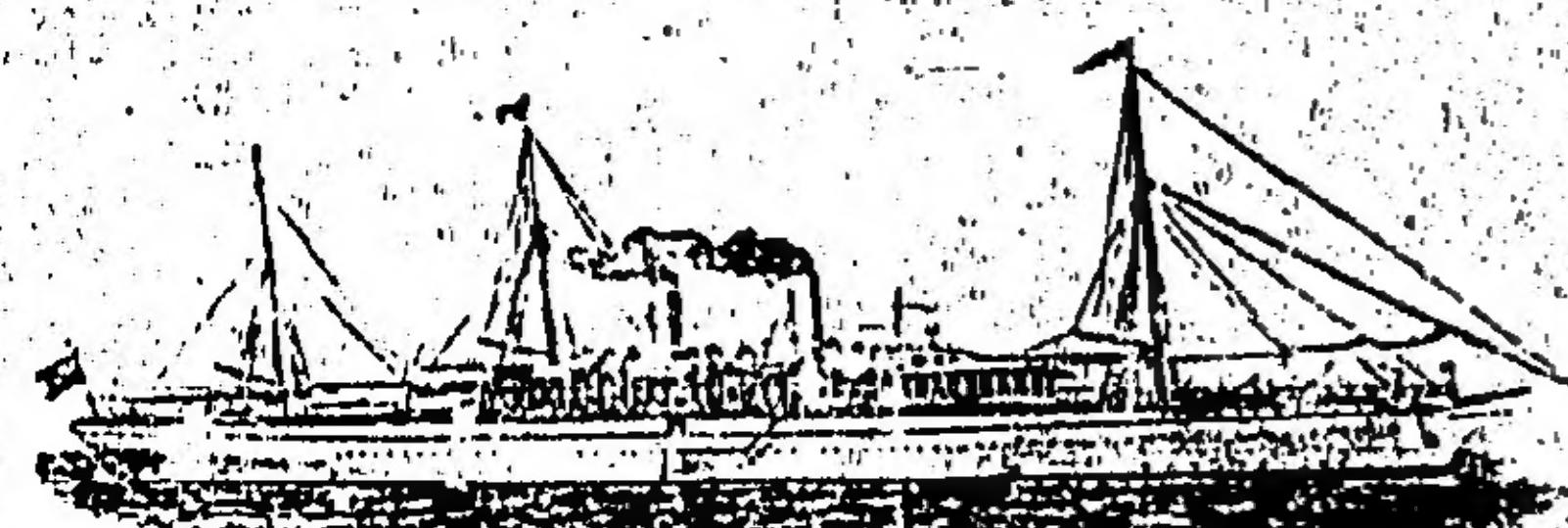
TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

## Shipping—Steamers.

**CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.**



## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line," Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VICTORIA. 21 Days HONGKONG TO VICTORIA.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VICTORIA
"EMPEROR OF INDIA"	6,000	SATURDAY, Oct. 17th	Nov. 7th
"GLENFARG"	3,647	WEDNESDAY, Oct. 28th	Nov. 25th
"EMPEROR OF JAPAN"	6,000	SATURDAY, Nov. 7th	Nov. 28th
"EMPEROR OF CHINA"	6,000	SATURDAY, Nov. 28th	Dec. 19th
"MONTEAGLE"	6,163	SATURDAY, Dec. 12th	Jan. 5th, 1909
"EMPEROR OF INDIA"	6,000	SATURDAY, Dec. 26th	Jan. 16th
S.S. "GLENFARG"			A Freighters only and does not carry Passengers.
"EMPEROR"			Steamships will depart from Hongkong at 4 P.M.
S.S. "MONTEAGLE" and "GLENFARG"	at 12 Noon.		

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANG-

HAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VICTORIA with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £7.10.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways... £40. " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car, while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Interned" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDICK, General Traffic Agent for China, &c., Corner Pedder Street and Praya, Opposite Blake Pier.

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## INDO-CHINA STEAM NAVIGATION CO., LTD.

## (PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	KUMSANG	TUESDAY, 13th Oct., 1 P.M.
CHIPIOSHING		THURSDAY, 14th Oct., Noon.
TIENTSIEN		
MANILA		
SHANGHAI		
SANDAKAN		
MANILA		
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	WEDNESDAY, 28th Oct., Noon.
& MOJI		

## RETURN TOURS TO JAPAN.

OCCUPYING 74 DAYS.

The steamers *Kwintang*, *Nanwan* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Various Ports, Chafon, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LTD.,

General Managers.

Telephone No. 61.

Hongkong, 10th October, 1908.

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CHINA NAVIGATION CO., LIMITED.

## SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL.

MANILA, ZAMBOANGA PORT DAR-	"TAIWUAN"	12th Oct., 4 P.M.
WIN AND AUSTRALIA	"HANGCHOW"	12th "
SHANGHAI	"IOHANG"	12th "
SHANGHAI	"SHAOHSING"	12th "
MANILA	"TAMING"	12th "
NEWCHWANG	"NAHANG"	14th "
CEBU & ILOILO	"KAIFONG"	20th "

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 36.

Hongkong, 10th October, 1908.

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## HONGKONG—MANILA.

Highest Class, newest, latest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Perfect Cabin—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	5540	R. Rodger	MANILA	SUNDAY, 11th Oct., 11 A.M.
RUBI	5540	Almond	"	SATURDAY, 17th Oct., 11 Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 10th October, 1908.

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## Shipping—Steamer.

## NORTHERN PACIFIC LINE

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, M.G., AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain To Sail

Steamer	Tons	Captain	To Sail
Sovereign	6,235	W. Shotton	Nov. 10
Kumeric	6,232	P. S. Cowley	Dec. 1
Yedo	4,503	G. B. McGill	Dec. 22
Inverloch	4,789	J. Boyd	Jan. 12

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings.

Hongkong, 10th October, 1908. [19-20]

THE Steamship

"DELTA."

Captain B. W. H. Snow, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 17th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Briarita*, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed direct by the R.M.S. *Marmora*, due in London on 25th November, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Content and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 10th October, 1908. [19-20]

## SHIRE LINE OF STEAMERS, LTD.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"MONMOUTHSHIRE."

Captain G. R. Warner, R.N.R., will be despatched for the above Ports on WEDNESDAY, the 14th inst., at Noon.

For Freight and Passage, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 10th October, 1908. [19-20]

THE Steamship

"SHIRE."

Captain G. R. Warner, R.N.R., will be despatched for the above Ports on WEDNESDAY, the 14th inst., at Noon.

For Freight and Passage, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 10th October, 1908. [19-20]

THE Steamship

"MAURITIUS."

Captain Helm, will be despatched as above on THURSDAY, the 15th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 21st September, 1908. [19-20]

THE Company's Steamship

"POLYNESIEN."

Captain Broc, will be des

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

SELLING.

London—Bank T.T.	1/9
Do. demand	1/9 5/16
Do. 4 months' sight	1/9 5/16
France—Bank T.T.	3/21
America—Bank T.T.	4/2
Germany—Bank T.T.	1/79
India T.T.	1/34
Do. demand	1/35
Shanghai—Bank T.T.	7/2
Singapore—Bank T.T. per H.K. \$100	7/2
Japan—Bank T.T.	8/2
Java—Bank T.T.	10/2
Buying	
1 month's sight L/C.	1/0/2
6 months' sight L/C.	1/0/2
10 days' sight San Francisco & New York	4/2
4 months' sight do	4/4
10 days' sight Sydney & Melbourne	1/0/2
4 months' sight France	1/26
6 months' sight " "	1/28
4 months' sight Germany	1/24
Bar Silver	15/11/16
Bank of England rate	21 %
Sovereign	51/26

## SHIPPING AND MAIL.

## MAIL DUE.

American (*Mongolia*) 15th inst., 2 p.m.The H. A. L. ss. *Sengambala* left Singapore on 10th inst., and may be expected here on 16th inst., p.m.The P. M. S. S. Co.'s s.s. *Mongolia* with the American Mail is due to arrive in Hongkong on 11th inst., at 2 p.m.The C. P. R. Co.'s s.s. *Empress of Japan* left Vancouver, p.m., on 9th inst., for Hongkong via the usual Ports of Call.The N. Y. K. ss. *Inaba Maru*, European Line, left Shanghai for this port on 9th inst., and is expected here on 12th inst.The N. Y. K. ss. *Kagoshima Maru*, Bomby Liné, left Singapore for this port on 8th inst., and is expected here on 13th inst.The N. Y. K. ss. *Hakata Maru*, European Line, left Singapore for this port on 8th inst., and is expected here on 14th inst., at daylight.The N. Y. K. ss. *Tango Maru*, American Line, left Kobe for this port via Moji & Shanghai on 9th inst., and is expected here on 18th inst.The C. P. R. Co.'s s.s. *Monteagle* arrived at Nagasaki at 7:30 a.m., on 9th inst., and left again at 1 p.m., same day, for Kobe, where it is due to arrive at 7 p.m., on 10th inst.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 9th at 10:05 p.—No. 2 night signal hoisted.

On the 10th at 5:45 a.—Black South Cone and Drum hoisted (indicates a typhoon S.E. of Colony, within 300 miles.)

On the 10th at 11:35 a.—The barometer has fallen quickly in the neighbourhood of Hongkong, and risen considerably in Luzon.

The typhoon is probably situated to the S.S.E. of Hongkong in about 10° Lat. It continues to move towards W.N.W.

The northern depression is moving into the Pacific to the North of Hokkaido.

Pressure is highest over China to the North of the Yangtze.

Cyclonic gales may be expected over the N. part of the China Sea, and strong N.E. winds in the Formosa Channel.

Hongkong Rainfall for the 24 hours ending at 10 a.m., to-day, 0.0 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, N.E. to S.E. winds, strong gale; squally with rain.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamock, E. gale.

4.—South coast of China between Hongkong and Hainan, N. gale.

## Shipping.

## Arrivals.

Kwangchow, Ch. ss., 1/85, R. Lipcole, 10th Oct.—Shanghai 7th Oct., Gen.—C. M. S. N. Co.

Avala, Br. ss., 2/26, Hume, 10th Oct.—Philadelphia 15th Aug., and Sabang 10th Sept., Kerosene Oil.—S. O. Co.

Kaiserin Elisabeth, Aust. cruiser, 4/00, F. R. Herberg, 10th Oct., from Singapore.

Ichang, Br. ss., 1/228, Tubbene, 10th Oct.—Canton 9th Oct., Gen.—H. &amp; S.

## Clearances at the Harbour Office

Hilary, for Banks.

Tintori, for Bangkok.

Hangtan, for Swatow.

Daijin Maru, for Swatow.

Zafiro, for Manila.

Rajaburi, for Swatow.

Departures

Oct. 10.

Atlantis, for Haikow.

Wraycastle, for Shanghai.

Passengers departed.

Par Zutrou, for Europe and ports of call.

Messrs. W. G. Rose, R. L. Plaza, Jr., F. Meitner, B. Kahn, T. G. Kelleche, Kacanoff, F. Richter, C. Thiel, J. W. Thompson, Loh Sci Kya, W. C. Coome, Chan Sze Yul, L. Manley, J. Rowan, Gluchinoff, Miss A. Plaza, Mrs. E. Knippenberg, Miss E. Plaza, Prof. Dr. Becker, Mr. and Mrs. Johnston, Baron von Salder, Mr. and Mrs. Mowbray, Miss Oye, Mr. and Mrs. J. H. Voth, and Miss C. Lohrens.

For Princess Alice, for Shanghai—Messrs. H. Taylor, Max Hung Kwan, Sir Francis Pigott, N. A. Shiras, E. D. Haskell, C. Y. Wang, Wong Kwong, Consul Dr. Roessler, F. R. Vida, B. Seabe, W. Goetz, Tsang Fok, Chu Shing, Taylor, Scoring, Mrs. E. H. Lavers, Mr. and Mrs. H. A. White, Mrs. Mak, Misses L. Diamond and O. Monley, for Japan—Mrs. Lakes and child, Messrs. N. Tand and party, Khatsky, Yeung Yu Yan, Yang Yu, E. Fernandy, Miss O. Hayashida, Miss and Mrs. Monroe, Messrs. S. Shinagawa, K. Miura and A. Marochino.

For Prince Waldemar, for Manila, New Guinea and Australia—Messrs. J. Rivers, J. Rama, E. P. Bras, Bozak, C. J. Walker, Mr. E. Forrester, J. Kyburg, J. Elbert, R. Reinhold, W. Storch, O. Bruckner, Krepp, Con-

## TO-MORROW.

St John's Cathedral, 11th October, 17th Sunday after Trinity, Holy Communion 7:30 a.m.  
 Malins 11 a.m., Keppel & Ferri 1, Venetian Hovey, Psalms: of the 11th morning, Te Deum: Lawes, Conk, Hopkins, Benedictus: Laudus: Hymns 164, 238 and 228  
 Kvvensong 5:45 p.m. (Full Choir) Responses: Ferri, Psalms: of the 11th evening, Magnificat: Non Dame Dimitrie: Stanford in Bislet, Anthem: "O Gloriosa Light," Sullivan, Hymns: 81 and 477, Sevenfold Amen, Voluntary: Prelude and Fugue Bach.

N. Psalm 50 (Turle) Verses 1, 2, 5, 13, 14, 17 in unison,  
 " 6, " 1, 9, " 5, 6 and G. V. in unison.

St Peter's Church, Queen's Road West, 17th Sunday After Trinity, Holy Communion 7:30 a.m.  
 Morning Prayer 11 a.m., Venetian, Hovey, Psalms: Tolle, Legeb, Goodson, Hymns: 404, 354, 384 and 31.

Evening Prayer 6:30 p.m., Gloria, Magdalene: Goss, Nunne Dimitrie: Foster, Hymns: 131, 357, 409, and 401.

The church launch *Dayspring* will call on ships carrying white crews to bring friends ashore to the services between 9:15 and 10:30 a.m. and between 1:15 and 6 p.m. (Kowloon Police Pier, 10:30 and 6 p.m.), returning afterwards. All the sittings are free and unappropriated. Visitors welcome. Books, &c., provided.

Sunday school is to 10:45 a.m.

Roman Catholic Cathedral—Mass at 6 a.m., 8 a.m., 9 a.m. and 9:30 a.m., Benediction, 5:30 p.m.

Erhardt, Br. ss., 2/72, D. Biggs, 8th Oct.—Haiphong and Paris 2nd Oct., Gen. A. R. M.

Handy, Fr. ss., 2/72, C. E. Beguelli, 20th Sept.—Moj 14th Sept., Coal—Order.

Hinsang, Br. ss., 1/536, A. G. Smith, 8th Oct.—Java 26th Sept., Sugar—J. M. & Co.

Ishin, Ital. ss., 2/61, G. Belisio, 6th Oct.—Bombay 17th Oct., Penang 17th, and Singapore 20th, Gen.—C & Co.

Johanne, Ger. ss., 952, J. Iwersen, 9th Oct.—Swatow 8th Oct., Ballast,—J. & Co.

Kowloon, Gen. ss., 1/447, A. Enigk, 8th Oct.—Canton 7th Oct., Gen.—H. A. L.

Kumsang, Br. ss., 2/07, E. J. Buller, 8th Oct.—Calcutta via Penang and Singapore 23rd Sept., Gen.—J. M. & Co.

Marie, Ger. ss., 1/60, P. E. Christiansen, 20th Sept.—Salina, Curaçao 12th Aug., Ballast.—C. C. S. & Co.

Mausang, Br. ss., 1/64, G. S. Welgall, 8th Oct.—Sandakan 3rd Oct., Timber and Gen.—J. M. & Co.

Montane, Am. ss., 2/11, C. Canius, 4th Sept.—Manila 1st Sept., Ballast.—Master.

Myrtlecone, Br. ss., 1/62, Leighton, 2nd Oct.—Moj 26th Sept., Coal—B. & Co.

Pheasants, Br. ss., 1/66, J. H. Scott, 4th Oct.—Saligon 30th Aug., Gen.—Chinese.

Singapore, Ger. ss., 1/87; Fr. von Mangelsdorff, 2nd Oct.—Bangkok 23rd Sept., Rice—M. & Co.

Rajaburi, Ger. ss., 1/80, H. Bremer, 2nd Oct.—Swatow 1st Oct., Gen.—B. & S.

Shinano Maru, Jap. ss., 3/60, K. Kawara, 4th Oct.—Shanghai 1st Oct., Gen.—N. Y. K.

Sirra Blanca, Br. ss., 2/38, H. de Gruchi, 10th Sept.—Manila (Iloilo) 17th Sept., Ballast.—Order.

Sui, Sang, Br. ss., 1/776, W. D. Welsh, and Oct.—Ch. for 1st Sept., Valast.—J. M. & Co.

Tuishan, Br. ss., 1/122, J. T. Laine, 1st Oct.—Canton 30th Sept., Gen.—B. & Co.

Taiwan, Br. ss., 1/12, J. A. Martin, 29th Sept.—Taiwan 23rd Sept., Gen.—Chinese.

Tulyun, Br. ss., 1/93, L. Dawson, 7th Oct.—Sydney 9th Sept., Gen.—B. & S.

Tamlong, Br. ss., 1/30, A. Somerville, 9th Oct.—Manila 6th Oct., Gen.—B. & S.

Tjilwong, Dut. ss., 3/60, N. van Wych Juricane, 4th Oct.—Batavia 4th Sept., Gen.—J. C. J. L.

Triumph, Ger. ss., 769, J. C. Hansen, 7th Oct.—Haiphong 4th Oct., Pakhol 5th, and Hoibay 6th, Gen.—J. & Co.

Zafiro, Br. ss., 1/619, R. Rodger, 5th Oct.—Manila 3rd Oct., Ballast.—S. T. & Co.

SALMING VESSELS.

Daylight, Br. ship, 3/60, McBride, 9th Oct.—Yokohama 19th Sept., Ballast.—S. O. Co.

Eclipse, Br. ship, 2/43, Stewart, 5th June.—San Francisco 5th April, Case Oil—S. O. Co.

Juteopolis, Br. ship, 2/84, Stewart, 5th June.—San Francisco 5th April, Case Oil—S. O. Co.

Vladivostok, 2/4, 19/20, 43, 45, MV, 2, b

Nimuro 2/4, 19/20, 43, 45, MV, 2, b

Hakodate 2/4, 19/20, 43, 45, MV, 2, b

Tokio 2/4, 19/20, 43, 45, MV, 2, b

Keelung 2/4, 19/20, 43, 45, MV, 2, b

Shanghai 2/4, 19/20, 43, 45, MV, 2, b

Gulf of Thailand 2/4, 19/20, 43, 45, MV, 2, b

Malacca 2/4, 19/20, 43, 45, MV, 2, b

Penang 2/4, 19/20, 43, 45, MV, 2, b

Cebu 2/4, 19/20, 43, 45, MV, 2, b

Luzon 2/4, 19/20, 43, 45, MV, 2, b

Philippines 2/4, 19/20, 43, 45, MV, 2, b

October 10th 1908, 4 a.m.

Vladivostok 2/4, 19/20, 43, 45, MV, 2, b

Nimuro 2/4, 19/20, 43, 45, MV, 2, b

Hakodate 2/4, 19/20, 43, 45, MV, 2, b

Tokio 2/4, 19/20, 43, 45, MV, 2, b

Kochi 2/4, 19/20, 43, 45, MV, 2, b

Nagasaki 2/4, 19/20, 43, 45, MV, 2, b

## SHARE QUOTATIONS.

Supplied by Messrs. H. S. Kadoorie &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION. YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	123,000	\$125	\$125	{ \$1,500,000 \$14,000,000 \$25,000}	\$1,005,774	Interim of 1/- for first half year @ ex- 1/4/--\$1,041	5%	\$791 sales (London 1/30)
National Bank of China, Limited	99,925	£7	£6	{ £4,000 \$150,000}	£10,823	£2 (London 1/4) for 1903	..	£50
<b>MARINE INSURANCES.</b>								
Ganton Insurance Office, Limited	10,000	\$350	\$50	{ \$1,560,000 \$219,950 \$401,950 \$125,000}	nobis	\$20 for 1906	10%	\$200
North China Insurance Company, Limited	10,000	£15	£5	{ £1,48,943 \$3,000,000 \$60,000 \$205,476 \$120,000}	Tls. 204,424	Interim of 7/6 ex 2/5 for 1907	6%	Tls. 62 buyers
<b>Union Insurance Society of Canton, Limited</b>								
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$100,000 \$100,000 \$100,000 \$100,000}	\$591,763	£1/- and bonus £3 for 1906	9%	£167 buyers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,72,432 \$36,000 \$13,802}	\$72,432	£6 and bonus £2 for 1906	81%	£95 sales
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	{ \$1,233,941 \$7,000 \$264,638 \$99,051 \$120,000}	\$428,027	£2/- for 1906	81%	£130 sales
<b>SHIPPING.</b>								
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	{ \$1,755 \$1,755 \$1,755 \$1,755}	\$1,035	£1/- for 1906	..	£15
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,755 \$1,755 \$1,755 \$1,755}	\$1,035	£1/- for year ending 30.6.1906	10%	£24
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,755 \$1,755 \$1,755 \$1,755}	\$1,755	£1/- for first half-year ending 30.6.08	71%	£28 buyers
<b>INDO-CHINA STEAM NAVIGATION CO., LTD. (Preferred)</b>								
Do. do. (Deferred)	60,000	£5	£5	{ £1,755 £1,755 £1,755 £1,755}	£1,755	6/- for 1907 on Preference shares only @ ex- 1/9 11/16 £3.154	51%	£35
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 \$72,300 \$100,000 \$63,817}	Tls. 14,510	Interim of Tls. 1/4 for account 1908	71%	Tls. 47 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,755 \$1,755 \$1,755 \$1,755}	£1,755	Final of £1/- making £1/- for 1907 and in- term of £1/- (No. 10) for a/c 1908	6%	Tls. 51 buyers
"Star" Ferry Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 140,000 \$60,425 \$10,000 \$1,600 Tls. 17,142}	£98	£1/- for year ending 30.6.1908	21%	£25 £15
Taku Tug and Lighter Company, Limited	3,000	Tls. 50	Tls. 50	{ Tls. 6,869 \$1,755 \$1,755 \$1,755}	Tls. 6,869	Final of Tls. 1/4 making Tls. 5 for 1907	31%	Tls. 45 buyers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	100	100	{ \$2,40,000 \$56,848 \$100,000}	Dr. 5279,371	4/- for year ending 31.12.07	..	\$120
Lupon Sugar Refining Company, Limited	7,000	100	100	{ \$100,000}	Dr. 5135,131	..	..	..
Pekak Sugar Cultivation Company, Limited	7,000	100	100	{ \$100,000}	Tls. 17,171	.. (8 X) for year ending 31.8.06	..	..
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £154,000 £12,289}	£11,556	Interim of 1/6 (No. 10) for account 1908	78%	Tls. 161 sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £1,755 £1,755}	£1,191	.. 17 of £1/-=48 cts	..	..
<b>DOCKS, WHARVES &amp; GODDOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$15	\$15	\$53,601	\$3,726	41.75/- for year ending 31.12.06	..	\$13
<b>HONGKONG &amp; KOWLOON WHARFS AND GODDOWNS CO., LTD.</b>								
Hongkong & Kowloon Wharfs and Goddows Co., Ltd.	60,000	£10	£10	{ £1,755 \$10,000 \$10,000}	£1,755	Final of £1/- making £3/- for 1907	7%	£50
Hongkong and Whampoa Dock Company, Ltd.	50,000	£50	£50	{ £1,755 \$10,000 \$10,000}	£84,847	Interim of £4 for account 1903	84%	£94
Shanghai Dock and Engineering Co., Ltd.	55,700	£100	£100	{ £1,755 \$100,000}	Tls. 33,742	Final of £1/- making £1/- in all. Tls. 5 for 1/4 year ending 30.6.08	6%	Tls. 86 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	£100	£100	{ £1,755 \$10,000 \$10,000}	Tls. 12,626	Interim of Tls. 4 for account 1908	11%	Tls. 151 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$30,000 \$10,000}	Dr. 1,631	Tls. 6 for 1907	6%	Tls. 98 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	£15	£15	{ £1,755 \$10,000 \$10,000}	£1,755	£2/- for year ending 30.6.07	..	..
Central Stores, Limited	50,183	£15	£15	{ £1,755 \$10,000 \$10,000}	£1,755	£1.80 for 1906	..	..
Hongkong Hotel Company, Limited	12,000	£50	£50	{ £1,755 \$10,000 \$10,000}	£14,039	Interim of 3/- for account 1908	94%	177 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	£100	£100	{ £1,755 \$250,000 \$170,446}	£14,039	Interim of £3/- for account 1908	78%	£94
Humphreys Estate & Finance Company, Limited	150,000	£10	£10	{ £1,755 \$50,000 \$50,000}	£14,039	70 cents for 1907	78%	£94
Kowloon Land and Building Company, Limited	6,000	£50	£50	{ £1,755 \$10,000}	£16,532	£1/- for 1907	61%	£27
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 \$10,000}	Tls. 107,547	Interim of Tls. 3 for account 1908	7%	Tls. 124 buyers
West Point Building Company, Limited	12,500	£50	£50	{ £1,755 \$10,000}	£1,541	Interim of £2 for account 1908	9%	£46
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,039 \$20,000}	£1,807	Tls. 21 for year ended 31.10.1907	4%	Tls. 64 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	£10	£10	{ £1,755 \$10,000 \$10,000}	£19,553	50 cents for year ended 31.7.8	44%	Tls. 102
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 none Tls. 28,457}	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 X)	..	Tls. 64 buyers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 10,000}	Tls. 6,308	Tls. 8 for 1906	..	Tls. 73 sellers
Soy Chie Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 10,000 Tls. 10,000}	Tls. 10,063	Tls. 50 for 1906	..	Tls. 240
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,755 \$10,000 \$10,000}	£1,755	10/- per share for 1907=£1.037	131%	£84 sales
China-Borneo Company, Limited	60,000	£22	£22	{ £1,755 \$10,000 \$10,000}	£1,755	£1.00 for 1907	12%	£10
China Light and Power Company, Limited	50,000	£10	£10	{ £1,755 \$10,000 \$10,000}	£1,755	60 cents for year ended 28.2.06	..	..
China Provident Loan & Mortgage Company, Ltd.	125,000	£10	£10	{ £1,755 \$10,000 \$10,000}	£1,755	80 cents for 1907	84%	£94 sales
Dairy Farm Company, Limited	25,000	£71	£6	{ £1,755 \$10,000 \$10,000}	£1,755	£1.30 for year ending 31.7.07	61%	£21 buyers
Green Island Cement Company, Limited	400,000	£10	£10	{ £1,755 \$10,000 \$10,000}	£1,755	Interim of 40 cents for account 1908	131%	£10 sales
H. Price & Company, Limited	12,000	£10	£10	{ £1,755 \$10,000 \$10,000}	£1,755	75 cents for 9 months ending 31.12.07	8%	£12 buyers
Hall & Holt, Limited	21,000	£20	£20	{ £1,755 \$10,000 \$10,000}	£1,755	£1 for year ending 28.2.08	10%	£20 sellers
Hongkong Electric Company, Limited	60,000	£10	£10	{ £1,755 \$10,000 \$10,000}	£1,755	£1 and bonus 20 cts. for year ending 29.2.08	61%	£18
Hongkong Ice Company, Limited								